

Mails.

NORDDEUTSCHER LLOYD.

BREITEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE..... "PRINZ SIGISMUND"..... FRIDAY, 8th Oct., Daylight.
Capt. D. Loos

YOKOHAMA and KOBE..... "COULENZ"..... About SATURDAY, 16th Oct.
Capt. H. Raschger

KUDAT and SANDAKAN..... "BORNEO"..... Middle of October.
Capt. F. Sembill

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA.....TOURANE.....Bourge.....11th Oct., P.M.
MARSEILLES, VIA PORTS.....OCEANIE.....Sallier.....12th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA.....ARMAND BEHIC.....Guionnet.....25th Oct., P.M.
MARSEILLES, VIA PORTS.....SYDNEY.....Oosta.....26th Oct., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 5th October, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

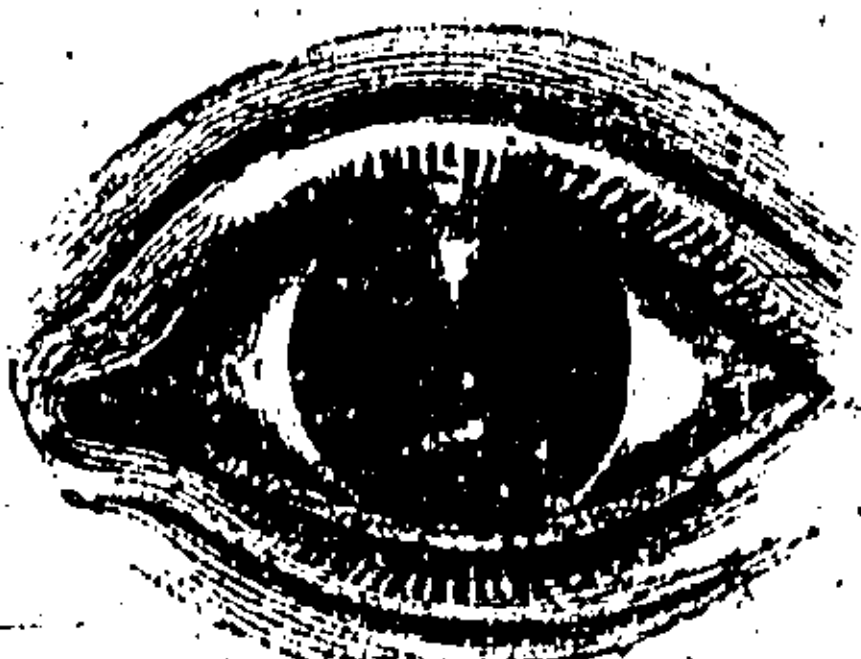
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamone.

For further particulars, please apply to the COMPANY'S OFFICE at Shamone, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for illustrated Booklet on "Defective Sight"—free.

LONDON,
6, John Street, Bedford Row, W.C.
Hongkong, 24 March 1908.

CALCUTTA,
19, Bechook Street

SHANGHAI,
266, Nanking Road

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns (for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

F. BLACKHEAD & Co.,

SHIP-OHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTJENS GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and
P & O. SPECIAL LIQUOR SMOOTH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 9th March, 1909.

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To Let.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL,

Offices and Godowns.

In No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 3, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 15th September, 1909.

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Public Company

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on FRIDAY, the 21st inst., at 11 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Agents.

Hongkong, 5th October, 1909.

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Notice of Firm.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that Mr. R. M. DYER, having been appointed CHIEF MANAGER of the Company, takes up the duties of the position from this date.

By Order of the Board of Directors,
W. J. GRESSON,
Chairman.

Hongkong, 5th October, 1909.

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Consignees.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"BLOEMFONTEIN,"

Captain Linklater, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 12th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 6th October, 1909.

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NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 8th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 6th October, 1909.

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NOTICE TO CONSIGNEES.

STEAMSHIP "VINE BRANCH,"

FROM SYDNEY & NEWCASTLE, N.S.W.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 2nd October, 1909.

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NORDDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-REGENT LUITPOLD,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra handover Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th of October, at 9.30 A.M.

All Claims must reach us before the 17th of October, 1909, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

THE STEAMER BRINGS CARGO.
Ex S.S. "Albion" from Venice.

NORDDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.

Hongkong, 4th October, 1909.

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Auction.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of October, 1909, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND near Shaikwan, Inland Lot No. 414, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Area in Acres.	Annual Rent.	Upset Price.
Shikwan Island Lot No. 414	Shikwan Island Lot No. 414	Shikwan Island Lot No. 414	75 feet by 75 feet by 60 feet by 60 feet	4.100	48	4,500

Hongkong, 5th October, 1909.

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Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS of the above Club will be held on SATURDAY, the 23rd October, 1909, at 12.15 P.M., at the Office of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chester Road, a notice regarding which is being sent to each Member.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 6th October, 1909.

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HONGKONG VOLUNTEER CORPS.

A GRAND OPEN AIR CONCERT will be held on Volunteer Parade Ground on SATURDAY, October 23rd, at 9.15 P.M., in aid of the funds of the Diocesan Girls' Orphanage.

Admission \$1.
Tickets to be obtained at Volunteer Head Quarters or from Members of the Committee of the Orphanage and 'Ladies' Benevolent Society.

Hongkong, 7th October, 1909.

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THE SOUTH CHINA ARTISTIC BAZAAR.

EXHIBITION HALL

on

First Floor of No. 25 DES VŒUX ROAD

CENTRAL.

(opposite the P. & O. S. N. Co.'s office.)

OPENED DAILY:

From 11 A.M. to 5 P.M.

From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and Bamboo Ware.

Embroideries, Silk, Oil and Water Colour Paintings.

Curios and Performes.

Scrapes, Pictures and Photo Frames.

Preserves and Canned Goods.

Writing Inks and Paper, &c.

Hongkong, 25th September, 1909.

[695]

YUEN HING,

No. 4, D'AGUILAR STREET.

FACTORY, SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL

DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERY CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c.,

all of the best quality.

Hongkong, 5th August, 1909.

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THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,350,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Intimation.

Powell's

HAVE JUST
OPENED THE
FIRST
CONSIGNMENT
OFLadies'
AUTUMN
andWINTER
COATS,SKIRTS,
COSTUMES,

ULSTERS

ALSO

A good variety of

CHILDREN'S

COATS.

The cut of these Gar-
ments is Superb and the
newest colorings only
are displayed.

SHOW ROOMS

AND

FITTING ROOM

ALEXANDRA

BUILDINGS.

Hongkong, 6th October, 1909.

Legislative Council.

IMPORTANT NEW BILLS.

A PROTRACTED SITTING.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present: His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Major-General R. G. Broadwood, C.B. (Commanding the Forces), Hon. Mr. F. H. May, C.M.G. (Colonial Secretary), Hon. W. R. Davies (Attorney-General), Hon. Mr. C. McI. Messer (Colonial Treasurer), Hon. Mr. P. N. H. Jones (Director of Public Works), Hon. Mr. F. J. Bodeley (Captain Superintendent of Police), Hon. Mr. A. W. Brawn (Registrar General), Hon. Dr. Ho Kai, M.B.E., C.M.G., Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. E. Osborne, Hon. Mr. E. A. Hewitt, Hon. Mr. Murray Stewart, and Mr. O. Clementi (Clerk of Councils).

AGENDA.

Hon. Mr. W. J. Gresson.

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTE.

The Colonial Secretary laid on the table Financial Minute No. 41. It was agreed that it be referred to the Finance Committee.

PAPERS.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the following papers:—

Summary of Recommendations made by the Retrenchment Committee.

Draft Estimates of Revenue and Expenditure for the year 1910.

Financial Statements in connection with the Estimate for 1910.

Abstract showing differences between the Estimates of Expenditures for 1909 and 1910.

LIQUOR LICENCES.

The Resolution under section 6 of the Liquor Licences Extension Ordinances, 1908, was not proceeded with.

MARKET BYE-LAWS.

On the motion of the Colonial Secretary, seconded by the Colonial Treasurer, a new set of bye-laws in substitution for all bye-laws originally contained in or since added to schedule B of the Public Health and Buildings Ordinances, 1903-1909 under the heading "Markets," was unanimously adopted.

MALICIOUS DAMAGE.

The Attorney General moved the third reading of the Bill entitled an Ordinance to amend the Malicious Damage Ordinance, 1865.

The Colonial Secretary seconded.

The Bill was read a third time and passed.

MINISTERIAL DUTIES.

The Attorney General moved and the Colonial Secretary seconded the third reading of the Bill entitled an Ordinance to relieve the Governor-in-Council of certain duties.

Agreed.

The Bill was read a third time and passed.

APPROPRIATION BILL.

The Attorney General moved the first reading of a Bill entitled an Ordinance to apply a sum not exceeding five million six hundred and twenty-five thousand six hundred and eighty-three dollars to the Public Service of the year 1910.

The Colonial Secretary seconded.

The Bill was read a first time.

The Governor's remarks, in introducing the Colonial Estimates for 1910, and the full text of the Appropriation Bill will be found elsewhere in this issue.

LIQUORS ORDINANCE AMENDMENT.

The Attorney General moved the first reading of a Bill entitled an Ordinance to amend the Liquors Ordinance, 1909.

The Colonial Secretary seconded.

Agreed.

This Bill proposes to effect two urgent amendments in the Liquors Ordinance, 1909. The first is to meet the case of contracts entered into before the passing of the Ordinance which contain no provision as to payment of duty. The second relates to contracts for sale of liquors duty paid when a change in the rate of duty is made between contract and clearance. The latter is adopted from the Customs Consolidation Act, 1876, section 20.

The section of the Bill, which makes the foregoing provisions, reads as follows:—

2. The following sections are hereby added to the Principal Ordinance and shall be inserted after section 3 thereof:—

"3a. When any written contract for the sale of intoxicating liquors entered into before the 17th September, 1909, contains no reference to the payment of Customs duties the seller before paying any duty on such liquors under this Ordinance shall take the directions of the purchaser as to whether he wishes the liquors to be stored to his order in a King's or Licensed Warehouse or to be delivered to him duty paid, and the seller shall comply with such directions, and in the first case any additional landing or storage charges not provided for in the contract shall be paid by the purchaser, and in the second case any duty paid by the seller may be added to the contract price for the liquors and be covered by the seller from the purchaser as if it formed part of the contract price.

3b. In the event of any increase, decrease, or repeal of the Customs duties chargeable under this Ordinance upon any intoxicating liquors after the making of any contract or agreement for the sale or delivery of such liquor duty paid, it shall be lawful for the seller, in case such increase shall accrue before the clearance and delivery from the warehouse of such liquors at such increased duty, and after payment thereof, to add so much money to the contract price as will be equivalent to such increase of duty, and he shall be entitled to be

paid and to sue for and recover the same; and it shall be lawful for the purchaser under any such contract or agreement, in case such decrease or repeal shall take effect before the clearance and delivery from the warehouse of such decreased duty, or free of duty as the case may be, to deduct so much money from the contract price as will be equivalent to such decrease of duty or repealed duty, and he shall not be liable to pay or be sued for or in respect of such deduction."

INSPECTION OF BOILERS.

The Bill entitled an Ordinance to provide for the periodical inspection of Steam Boilers and Prime Movers, was read a first time on the motion of the Attorney General, seconded by the Colonial Secretary.

The object of the Bill is to provide for the inspection of steam boilers and "prime movers" with the view to safeguard persons employed in and about buildings where such machinery is used.

WIDOWS AND ORPHANS' PENSIONS.

The Attorney General moved the first reading of a Bill entitled an Ordinance to amend the Widows' and Orphans' Pension Ordinance, 1908.

The Colonial Secretary seconded.

The object of the Ordinance is to repeal section 19 of the Widows' and Orphans' Pension Ordinance, 1908, which limits the pension of an orphan to one-fourth of the widow's pension in cases where there are less than three children entitled to pension, and to provide that the whole amount of the widow's pension shall be equally divided among the children of a pensionable age.

WOMEN AND GIRLS PROTECTION.

The first reading of a Bill entitled an Ordinance to amend the Protection of Women and Girls Ordinance, 1897, as amended by the Protection of Women and Girls Amendment Ordinance, 1905, was passed on the motion of the Attorney General, seconded by the Colonial Secretary.

This Bill provides that where, on an indictment for an indecent assault on a girl under the age of seven years the evidence of the girl in respect of whom the offence is charged to have been committed or the evidence of any other child under seven years of age is tendered, such evidence though the witness be not sworn or affirmed may be admitted "where such girl or other child does not, in the opinion of the Court before which the charge is heard, understand the nature of an oath or affirmation and such Court thinks the girl or other child is possessed of sufficient intelligence and understands the duty of speaking the truth, extending in this respect to charges of indecent assault on children the law with regard to the admission of evidence on charges of defilement of children of tender age."

The Bill also empowers the jury or Magistrate, as the case may be, before whom a charge of rape or of carnal knowledge of a girl under twelve years of age is heard, to acquit of such charge and to convict of either of the lesser offences of defilement of a girl between twelve and sixteen, or of procuring of a woman or girl, or of carnal knowledge of a female idiot, or of indecent assault as on the evidence the case may be.

In order to protect as far as possible young persons from being brought to the Colony for immoral purposes a new sub-section is added to section 18 of the Principal Ordinance under which it will be an offence to knowingly harbour a girl under eighteen years of age taken out of the possession and against the control of her father, mother or other person having the charge of her.

TRADE MARKS.

The Attorney General moved the first reading of a Bill entitled an Ordinance to amend the Law relating to Trade Marks.

The Colonial Secretary seconded.

Bill read a first time.

In the memorandum accompanying the Bill, the Attorney General explains that the law and practice relating to trade marks in this Colony is not consistent with the law and practice in force in the United Kingdom. The latter was consolidated in 1905 and is embodied in the Trade Marks Act, 1905, and the Rules made thereunder.

It is considered desirable to introduce that Act and those Rules into the Colony with only such alterations as are necessary, so that our law and practice may be as far as possible uniform with those at home.

The principal alterations that have been made are:—

The substitution of the Governor for the Board of Trade; an applicant for registration has the option of appealing from the Registrar either to the Governor or to the Court (Section 9) and in opposed cases an appeal from the Registrar lies either to the Court or by consent of the parties to the Governor (Section 14).

A new section (22) has been introduced empowering the Registrar to refuse to register a mark if he is satisfied that it conflicts with a mark already registered in any part of the British Dominions from which the goods covered by the mark originate.

A proviso has been added to Section 38 to prevent the removal of a mark from the Register for non-user in Hongkong if the mark is registered and in use in any part of the British Dominions (cf. Section 37 of English Act).

A special section (43) has been introduced empowering the Court to remove a mark from the Register on application made within 7 years from registration and upon proof that the mark conflicts with a mark which was registered in any part of the British Dominions from which the goods covered by the mark originate before the registration of the first-mentioned mark in Hongkong.

The offence created by Section 61 is limited to falsely representing a mark as registered in Hongkong which is not so registered (Section 67 of English Act).

RECREATION GROUNDS.

The Attorney General moved, and the Colonial Secretary seconded, the first reading of a Bill entitled an Ordinance to provide for the

Reservation of certain lands in Victoria, in the Peak District, and in Kowloon as Recreation Grounds, and to provide for Regulations as to the use thereof.

Carried.

The title of the Bill explains its purpose. The open spaces mentioned in the Bill have been used for some years as recreation grounds, and their being opened as such has been officially notified but there has been no legislative sanction to their being set apart for such purposes. The boundaries of the King's Park have only recently been determined, and the Park has hitherto been officially described as a portion of the area of Crown Land in Kowloon proposed to be set aside in the King's Park.

The Bill confers power to make regulations for ensuring the better enjoyment of these recreation grounds.

The reservations are those specified in section 2 of the Bill, which reads:—

The pieces of land situate in Victoria, in the Peak District, and in Kowloon, respectively known as "Blake Gardens," "West End Park," "Peak Garden," and "King's Park," delineated and shown on plans marked respectively "Blake Gardens," "West End Park," "Peak Gardens," and "King's Park," signed by the Director of Public Works and countersigned by the Governor and deposited in the Land Office of this Colony shall be henceforth reserved as open spaces and be appropriated for the purposes of public recreation: Provided that if at any time hereafter it shall appear to the Governor that it is necessary or desirable in the interest either of the Imperial Government or of the Government of this Colony, that such land or any portion thereof should be re-appropriated such land or any portion thereof and use it, or allow its use for other purposes.

PUBLIC PLACES REGULATION.

The first reading of Bill entitled an Ordinance to amend the Public Places Regulation Ordinance, 1879, was passed. The motion was made by the Attorney General seconded by the Colonial Secretary.

It is provided in the Bill that it shall be lawful for the Governor from time to time to authorise the temporary closing or enclosure of the whole or any portion of any public place (including any Recreation Ground as defined by any Recreation Ground Ordinance) for any period not exceeding seven consecutive days for the purposes of exhibitions, lectures, concerts, athletic contests, amateur performances, bazaars or sales-of-work or for any other purposes of a scientific, educational, charitable or social nature, and to authorise any society, club, committee, corporation, persons or person to grant admission to the building, garden or place or portion thereof so closed or enclosed by ticket or otherwise on payment of such sum of money as the Governor may approve or without payment, and any monies received for such admission may be applied for such purposes as the Governor may approve.

CHINESE EXTRADITION.

The Attorney General moved the first reading of a Bill entitled an Ordinance to amend the Chinese Extradition Ordinance, 1882.

The Colonial Secretary seconded.

Bill read a first time.

This amendment is made at the request of the Chief Justice who has pointed out that the provision requiring his attendance at the Executive Council to assist in the consideration of a question whether an alleged fugitive criminal should be surrendered might lead to His Honour being placed in an embarrassing situation, as a fugitive, whose surrender had been decided upon, might thereafter apply to the Chief Justice for a writ of Habeas Corpus to test the validity of an order for his surrender.

POSTPONEMENT.

The second reading of the following Bills was postponed:

Bill entitled an Ordinance to authorise the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sea Bed Foreshore situated upon the Harbour frontage at Tai Kok Tsui, Mong Kok Tsui, and Yau-mati, Kowloon, in this Colony.

Bill entitled an Ordinance to amend the Tramway Ordinance, 1902.

Bill entitled an Ordinance to amend the Liquor Licences Ordinance, 1898, and the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1902.

Bill entitled an Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church.

ADJOURNMENT.

The Council adjourned until Thursday, the 21st inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

LAND RESUMPTION.

A sum of three hundred and two dollars in aid of the vote, public Works Extraordinary, Miscellaneous, Compensation for resumption of Lot No. 3212 in Survey District IV, New Territories.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, GAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Court Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Oufs and Collars sewed on to order, and Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any FANCY, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Intimations.

OF THE MULTITUDES

who have used it, or are now using it, we have never heard of any one who has been disappointed in it. No claims are made for it except those which are amply justified by experience. In commending it to the afflicted we simply point to its record. It has done great things, and it is certain to continue the excellent work. There is—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it creates an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich, red and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope. Dr. S. H. McCoy, of Canada, says: "I testify with pleasure to its unlimited usefulness as a 'tissue builder.' Its curative powers can always be relied upon. It makes a new era in medicine, is beneficial from the first dose and represents effective medical treatment of the twentieth century. 'You can trust it as the Ivy does the Oak.' One bottle convinces. Watch carefully against imitations. At all chemists here and throughout the world.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

& Co."

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.00 p.m. ... Every 15 minutes
12.00 p.m. to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes

6.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.00 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes

NIGHT CARS as on Week Days

SATURDAYS.

Extra cars at 9.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON

General Managers.

(Incorporated, 1st April, 1909)

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CHINESE AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Residing 4th Avenue, 1909.

WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

No.

No.

No.

No.

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No.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1842.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAMPAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's
FRUIT SYRUPS.

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909

(28)

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

DEATH.

On October 2, 1909, at Wuhu, Captain A. E. Flagg, aged 69.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 7, 1909.

THE KENNEDY ROAD ASSAULT CASE.

Once again the police authorities in Hongkong have received information to the effect that a solitary lady pedestrian passing along that comparatively unfrequented path known as Kennedy Road has been attacked by a gang of ruffianly Chinese coolies. At certain hours of the day, Kennedy Road is practically deserted, although it is a favourite walk in the evening with many who are confined to sedentary duties during the day. It was during one of those quiet spells in the afternoon when one of the sisters of the Naval Hospital was struck down

and nearly strangled by a band of thugs the other day and her belongings stolen from her. It was "probably" due to her wit and self-possession that she suffered no very serious or permanent injuries, but that does not rob the incident of its gravity. Kennedy Road is well within the bounds of the city; for a great part of the way people walking along the path can be seen from the waterfront and it is only where the trees and bushes shade the winding roadway that foot-passengers disappear from view. And it is for a very short distance that they are away from any habitation. Hardly have they left the big rock than they are in sight of a dozen residences. Yet it appears that these Chinese, and it is to be hoped they will be caught and fittingly punished, took all the measures necessary to escape observation and actually succeeded in their dastardly attack without being seen by any outside soul. We do not wish to say a word about the patrol system along Kennedy Road, for the very good reason that we know nothing about it, but an incident such as this cannot be allowed to pass without remark. We know for a fact that the road in question is well patrolled during the two or three hours when it is used by those who like a "constitutional," because we have met Indian constables at every second corner. But is that patrol maintained with the same regularity when it is presumed that no Europeans are likely to appear on the scene? That is the whole question in a nutshell. We have read of women and children being assaulted at the Peak; we have read of Indian policemen being ambushed and killed by Chinese handbills in the New Territories for the sake of \$400 of Government money; and now the lawlessness of the criminal Chinese enters the city itself. This will never do, and the police authorities must see to it that at least the city walks are rendered safe for solitary lady pedestrians.

LOCAL AND GENERAL.

* A FULL report of the Legislative Council meeting appears on page 3.

HON. Mr. F. H. May, Mrs. May and family returned to the Colony by the *Empress of Japan* this morning.

Two dust-cart coolies were each ordered to pay \$6 compensation in the Police Court this morning, for damaging two sedan chairs.

An Indian named Abdul Pazo was given two months' hard labour at the Magistracy this morning for the larceny of \$50 at Kowloon.

THE American authorities deny the report that America is preparing to make a protest to Japan against the Manchurian Conventions.

THE cholera outbreak at Seoul has not abated, and extra physicians are wanted. Consequently the disinfection arrangements are still incomplete.

MARQUIS Katsura, Premier of Japan, will give a dinner at his official residence on the 11th instant to which the members of the International Press Association of Japan will be invited.

A MARINE Court of inquiry into charges of misconduct on the part of the third engineer (R. H. Ferguson) of the British s.s. *Perla*, will assemble at the Harbour Office, at 10.30 a.m. on Friday next, the 8th inst.

THE first shoot of No. 2 Company, Hongkong Volunteer Corps, will probably take place on Sunday, 24th inst. The following gentlemen have very kindly offered to give prizes: Messrs. G. P. Lammer, Andrews and Glynn.

WE are requested to state that in our account of a prosecution at the Magistracy yesterday, it should have been mentioned that the maximum penalty for a breach of certain provisions of the Companies Act, 1865, was \$100 per day, and not \$100 only.

THE King of Siam, on August 30, sent the usual gifts in connection with the funeral of Phra Phiboon Ratana Koon (Kiah Moon) at Swatow. The deceased was for many years Opium Farmer at Bangkok and it was from him and some of his friends that the Government took the Farm over.

At the recommendation of Prince Hsiao the brevet rank of Commissioner of Dockyards will be conferred upon Mr. E. Shang Chi-heng, Provincial Treasurer of Fukien, and he will be entrusted with the management of the Foochow Dockyard which the Government thinks of extending.

THE net profit of the Dairy Farm Co., Ltd., for last year is \$61,800, from which it is proposed to pay a dividend of \$120 per share, absorbing \$48,000 to transfer to reserve fund \$10,000; to fire and typhoon insurance fund \$2,000; and to carry forward \$1,800. The report of the board of directors is unavoidably held over.

THE death is reported of the four-year old son of Mr. Ijima, Japanese Minister to Peking. The funeral took place on September 26 and was very largely attended. The members of the Diplomatic Corps and others called on Sunday morning at the Japanese Legation to express their condolences. Great sympathy is felt with Mr. and Mrs. Ijima.

HONGKONG'S BUDGET.

THE GOVERNOR REVIEWS COLONY'S FINANCIAL POSITION.

MR. R. SHEWAN'S ACCUSATION OF "INDIFFERENCE, APATHY, AND SUPINENESS" CONTROVERTED.

OPENING OF THE KOWLOON-CANTON RAILWAY.

His Excellency the Governor, Sir Frederick Lugard, upon the first reading of the Appropriation Bill being moved and seconded, addressed the Legislative Council this afternoon, in an exhaustive speech, on the financial prospects of the Colony next year.

His Excellency said:—When I introduced the Estimates last year I pointed out that although we had estimated for an increase in 1909 over 1908 on ordinary revenue of \$126,000, due chiefly to increase in some license fees, yet the estimated revenue was \$389,000 below realised revenue of 1907 and \$568,374 below that of 1906. The papers now laid before you show that some improvement has taken place, and the anticipated ordinary revenue of 1909 will, if realised, exceed that of 1908 by \$98,513 and only falls short of 1907 by \$109,168 instead of \$389,000. This, moreover, taken on account of the new liquor duties collected during the current year which, I daresay, will add another half lac at least to our revenue this year. The actual ordinary revenue last year was \$6,034,849 while it is estimated that the probable amount realised this year, irrespective of liquor duties, will be \$6,133,362, which is \$79,665 in excess of the Estimate. The decrease, however, in land sales under ordinary revenue, which were estimated at \$150,000 and will probably yield only \$72,800, eliminates this surplus, and leaves the total anticipated revenue for the current year practically identical with the original estimate—an increase of \$687 only, to which I have said we may probably have a lac to accrue from liquor duties. Poor as the land sales have been this year they are, nevertheless, better than last year by some \$3,500 and if they may be regarded as an index of prosperity it is gratifying to note that they have an upward tendency, however slight. The financial statement shows the estimated balance of assets on December 31 next to be \$1,350,108 as against \$1,073,041 last year, a satisfactory increase of about three lacs. From this large reserve we hope in part to build the new typhoon refuge. Our total estimate of revenue ordinary and extraordinary for next year stands at \$6,998,707, and our expenditure is estimated at \$6,951,542, viz., an excess of \$47,165. This in the circumstances is justifiable since I shall explain in reviewing the heads of revenue, our estimate is in one or two cases a conservative one, which may probably be exceeded, and on the other hand no sum has been included on account of the contribution of the Imperial Government to the loss on opium, since there has been no time to ascertain the intentions of the Home Government. Generally speaking, our problem this year was to raise sufficient revenue, or to decrease expenditure, to meet the deficit of four lacs which in the current year was provided by the so to speak fortuitous appropriation of the Widows and Orphans Fund, together with an extra lac for the difference between the interest paid this year on railway advances, and the amount we are paying for land resumption next year for the railway, with 2½ lacs for opium loss and 2 lac for working expenses of the railway for half a year, a total of eight lacs. Of this we get a net five lacs from liquor and one from stamp dues, while the remaining two are provided partly by retrenchments in expenditure and partly by anticipated increase in the existing sources of revenue. In 1911 we shall probably have an additional six lacs to provide on railway account and this I hope will be largely met by the cessation of expenditure on the Post Office and Law Courts and by the increased yield of the liquor and stamp dues. There is, however, no need to anticipate the difficulties of 1911. Turning to the estimates of revenue for next year in detail. Assessed taxes show an increase of \$38,000 due to the inclusion of new buildings at Quarry Bay, the remainder of the assessment remains much the same as this year. Chair licenses 18,800. Fines and forfeitures have been under-estimated and yield \$5,500 more, especially as it may be anticipated that some will accrue owing to the imposition of liquor dues and abolition of diwans. Junk licenses disappear and the revenue on the Opium Farm will be \$1,123,200—a decrease of \$168,800 on the existing contract. Including diwan licenses the loss in 1910 is \$125,800. This loss is only half of the amount which I was advised would probably accrue from the closing of diwans, and will be covered by the extra duties on liquor. You will recollect that I stated in regard to this question that the first proposal of raising the liquor license fees did not provide for the loss on opium for which, had that proposal been adhered to, additional taxation would have had to be imposed. I have not yet been able to ascertain what contribution towards the sum the Imperial Government are prepared to make and nothing has therefore been inserted. Pawnbrokers are expected, judging by the year, to increase by \$2,300, prospecting decrease by \$2,000. I have made a guess estimate of \$600,000 for the product of the new liquor duties, while \$60,000 is estimated as the cost of machinery for enforcing them, and license fees will probably decrease by \$31,500 leaving a net increase from liquor after a rebate has been made to the military and naval forces of \$508,700. Stamp duties, owing to the new regulation imposing a stamp on receipts over \$10 and to better enforcement will, it is anticipated, yield an extra lac. The fees for local registration of companies, judging by the

current year will produce \$3,603 more than last year's estimate. The total increase under licenses and internal revenue is estimated at \$1,661,858, an increase of \$197,176 on this year's estimate. Under the third head over-estimates were made under bills of health \$1,100, fees of Court \$3,000, gun-powder deposit \$3,000, medical treatment \$1,000, sugar certificates \$1,000, due to certificates being no longer required for Colombo, and sale of vaccine \$2,000, with various other minor ones. On the other hand, the fees of pupils at Queen's College and other schools, is estimated to increase by \$18,000, and the fees from the Technical Institute by \$850. Against this increase there is some corresponding additional expenditure under the educational vote, the receipts from water supply by \$30,000, more meters having been instituted. The total under this head is \$577,675, an increase of \$31,961 over last year. The Post Office shows an increase of \$52,000 due to increased business, and to this must be added \$17,000 which the Imperial Government has promised being half the estimated loss on the postal agencies to which I shall refer in discussing the postal vote. The estimate under rents of Government property shows a considerable increase, buildings \$1,700, encroachments \$1,000, leases in the old Territory \$1,000, markets \$2,000 due to the completion of Kowloon market, and piers \$1,500, while quarries alone show a decrease of \$1,500 as one lease expires. The total increase on last year's estimate under this head is \$19,310. Under miscellaneous receipts the conservancy contract is less by \$3,776 than heretofore, and a decrease of another \$1,000 is expected under miscellaneous receipts. The total ordinary revenue for 1910 is estimated at \$6,133,362 as against an anticipated sum of \$5,133,362 in the current year, and an actual realised revenue of \$6,034,849 in 1908.

EXTRAORDINARY REVENUE.

Under extraordinary revenue land sales estimated this year at \$100,000 only realised \$69,358 in 1908 and are only expected to realise \$72,800 this year. The estimate for next year is therefore decreased to \$100,000. The Widows and Orphans Fund does not, of course, reappear as a credit and we have to find the \$371,500 from other sources as I have explained. The contributions are increased from \$40,800 to \$47,000. Special light dues were over-estimated this year by \$1,000. There are two new heads of extraordinary revenue, namely, the contribution promised by the Imperial Government of half the loss on the postal agencies estimated at \$17,000 and the receipts from a half year's working of the Kowloon-Canton Railway put at \$20,000. The total ordinary and extraordinary revenue estimated for next year stands at \$6,998,707 as against \$1,708,916, which included 3½ lacs for Widows and Orphans Fund. An increase of about two lacs in addition to this.

ESTIMATES OF EXPENDITURE.

Turning to the estimate of expenditure in 1910 I will perform my usual task of running rapidly through the estimates for the various departments in order to call your attention to changes of any particular interest or importance. Under Governor a decrease of \$1,000 is effected in the furniture vote. In the secretariat the absorption of Passed Cadets owing to vacancies and their replacement by new unpassed cadets effects a reduction of \$4,000. In the Registrar General's department some changes have been effected during the present year. The issuing of various licenses and other matters of that kind have been relegated to the Captain Superintendent of Police, the Sanitary department, etc., with the object of confining the Registrar General's work as much as possible to that covered by the title "Protector of Chinese" in the Straits. This, as you are aware, has been effected by an ordinance lately passed by this Council, while a second ordinance, 4 of 1908, amending the emigration ordinance has thrown upon the department a large amount of additional work in connection with the better supervision of the emigrants now termed "Assisted emigrants." I regard this as a most important and valuable reform with which I am glad to have been associated. Since the nature of the change is familiar to you I need not enter into details now. You will remember that in order to meet the increase of staff rendered necessary by this change we last year increased the medical fees for emigrants and provided a sum of \$1,200 as allowances to two cadets to assist in emigration work. This scheme has proved unsatisfactory partly as no passed cadet was available and partly because the combination of the duties of Assistant Land Officer, and Assistant Registrar General was not found to be compatible with the efficient discharge of the duties of either post. A second Assistant Registrar General is now substituted. The department has thus been considerably strengthened both by an increase of staff and a decrease of extraneous work and will undoubtedly be able to deal more effectively with the many matters in relation to the Chinese population which are its proper province. The elimination of the duties I have referred to has caused the transfer of certain duties to other departments with a consequential decrease here. There are some minor retrenchments which you will see in the summary of the Retrenchment Committee on the table. The amendment of the Public Health and Building Ordinance last year was also designed to relax the stringency of the law in certain directions

where it seemed possible to do so without actual danger to the community, by the light of the new knowledge regarding the dissemination of plague resulting from the researches of the Indian Plague Committee.

DUMPING OF DEAD COPIES.

The substitution of methods which are less onerous to property owners and involve less interference with domestic privacy in the matter of disinfectants, etc., have already, I hope, resulted in a considerable restoration of confidence. (Applause.) Together with the formation of street committees and dispensaries, they have effected a decrease in dumping which has been most marked. With reference to the Registrar General's department I spoke last year of the institution of street committees in connection with the new dispensaries and I expressed the hope that by enlisting the co-operation of Chinese we should put an end to the disgraceful and barbarous practice of abandoning corpses in the street and harbour. The number so abandoned in 1906 was 1,447. In 1907 it was 1,173, the decrease having taken place entirely in the last few months when the new system began. This fell to 589 in 1908 and up to the end of September this year the number is only 261, or say, 348 for the year. I heartily congratulate the department and the Chinese who have assisted in this result. The audit expenditure is, increased by \$894 for the railway work for the last half of the year and by \$1,040 charged by the C. and A.G. for pension liabilities of auditors. You will see from the Retrenchment Committee's report that there are some matters of importance dealt with in regard to this department regarding which I am in correspondence with the Secretary of State. Under Treasury I will invite your attention to the new sub-department C. under the head judicial. The District Officer in the New Territory has hitherto been primarily a police officer and his staff has been, shown partly under Police and partly under Treasury, etc. He is now recognised primarily as an administrative officer and he will in future combine the duties of Police officer and magistrate, of Treasury Officer and Land Officer, being assisted by an A.D.O., who will equally undertake these duties and be available to replace his senior during his absence at any time with full knowledge of each department of work. Each officer then touring a separate part of the territories will thus be able to do the whole of the work in the district without the overlapping and duplication hitherto unavoidable. Ignorant villagers cannot readily undertake fine subdivisions of offices, and are puzzled to know why the A.D.O. who settles all matters in relation to their land should be unable to receive the Crown rent due upon it, and so on. The officer hitherto holding the title of A.L.O. now becomes A.D.O. and both officers are vested with full and identical powers in regard to each of the functions they perform. My long experience in dealing with primitive people leads me to anticipate that this change will tend to efficiency, and I am sure it will be greatly appreciated by the people who need no longer travel long distances to lay certain matters before another officer while one is actually in their district. It is appreciated by the officers themselves, who are charged with these duties, and who in the past could hardly have satisfactorily discharged them had they each held rigorously to the official limitation of their own work. So far as the Estimates are concerned you can now see at a glance what the staff of the administration in the New Territory is, instead of attempting the difficult task of computing it from some four or more different heads of estimates there; the same officer appeared under different designations. There are also a few minor reductions amounting to nearly \$1,700.

THE POST OFFICE.

The Hongkong Post Office shows a saving of \$1,000 chiefly accounted for by the abolition of the entry "commission on money orders \$1,500" which is now deducted from receipts. You will see also in the summary of the Retrenchment Committee that a saving of \$3,000 is anticipated at once, and \$8,000 eventually from the abolition of overtime allowance except on Sundays and holidays. This recommendation is based on the fact that "the salaries of the clerks have been largely increased and graded under the system which has been applied to the whole clerical service," and also that "long hours on one day are compensated for by short hours at other times." It is, of course, only applies to officers appointed subsequent to this ruling. With regard to the Postal Agencies, I am glad to be able to inform the Council that, as a result of very strong representations to the Secretary of State, the Imperial Government has undertaken to bear half the net loss for the coming year, while the Colony of Weihaiwei will bear any loss accruing from the conduct of its Post Office. His Majesty's Government suggested that those Agencies which show a loss should be required to contribute, and I have accordingly caused a letter to be written to each of them informing them of the terms of the telegram from the Secretary of State, and inviting them to bear a half of the remaining deficit or a quarter of the whole loss. I am still in correspondence on this subject, and the matter could not be settled in time for precise adjustment in the Estimates before you owing to the long delay of nearly eighteen months before I receive a definite reply to my representations to the Home authorities. The present arrangement is provisional for one year only, and the Postmaster General anticipates that the loss will decrease owing to the increased railway facilities between Shanghai and other ports and the terminus of the Siberian Rail at Dalny by which transit charges to Siberia are assured. The Agencies began to show a loss in 1908, in which year including the mail contract on gross receipts it amounted to \$51,172, of which Shanghai accounted for \$39,455. For the current year the loss is estimated at \$53,700 (Shanghai \$40,400, or without mail contract \$27,200). I have been moving this matter, as you are aware from my statements in the budgets of the last two years, ever since I have been in the Colony, and I am glad to have succeeded in inducing the Treasury to recognize the responsibility of

the Imperial Government in this matter, a responsibility which was fully admitted by Lord Elgin. They are pledged to meet half the net loss, and I am in hopes that I shall succeed in covering the remaining loss partly by contributions from the British communities concerned, or alternatively by raising the postal rates. I have observed that a pamphlet of the latter addressed to Shanghai on the subject has appeared in the local Press, and I would say in this connection that it appears to me that it is not the Municipal Council of that settlement which represents a cosmopolitan community, but the British merchants, who should defray the cost of the British agency, and I have hopes that a wealthy place such as Shanghai will not test content that Hongkong should pay for its postal facilities at a loss which is estimated this year at \$40,400, to conduct its post office, plus the military contribution which, of course, we cannot expect them to pay. (Applause.) I had also asked that the gross receipts from the Postal Agencies should be exempt from payment of the 20 per cent mail contract which should only be levied on the net profit, if the future any profits are ever made. The Secretary of State supported my view, but he now informs me that he is appointing a Commission to inquire into the whole question of the mail contract. So the question remains in abeyance. I during this coming year a satisfactory arrangement by which Hongkong shall be entirely released of all loss on this account is not arrived at, it will be open to this Government to decline to undertake them any longer, and it cannot be said that we have not done our utmost in the interest of British interests in the Far East. Meanwhile the question of postal contracts is to be fully investigated. The total postal expenditure shows a decrease of \$4,500.

HARBOUR DEPARTMENT.

At the Harbour Office the replacement of a first by a fifth grade telegraph clerk effects a saving of \$1,140, and the vote for coal for launches has been reduced by \$1,100. The large sum for fog signalling at Gap Rock last year is non-recurrent, and is therefore decreased by \$2,100. The net saving in the whole department amounts to about \$4,700, and a further saving of \$1,550 appears under special expenses of a buoy for Cuck Rocks. The only considerable change in this department is that in consequence of the new liquor duties the collection of which will devolve upon the Superintendent of Imports and Exports. I have decided that this office shall unit further notice be detached from the *ex officio* duties of the Harbour Master. The Superintendent of Imports and Exports remains directly responsible to me for the collection of the liquor duties. The cost of his staff, and all incidental expenses, will be met from a lump sum of \$6,000, for which provision has been made, and when the system has gradually evolved itself during the first experimental year we shall be able in the budget of 1911 to distribute this vote, and insert in their proper places the actual staff which experience will have shown to be necessary, and the various other charges involved. I may observe that this cost will not be entirely included in the Harbour Office; a part will be incurred by extra staff in the Government Analyst's department, and part may appear under Police. The Observatory shows little change except that an increase has been allowed for meteorological telegrams which will add to its efficiency. The Director concurred with the Retrenchment Committee that when the post of Assistant Meteorologist falls vacant it need not be filled.

OPPORTUNITY FOR EXPLANATION.

In running through each department it has been my object not merely to explain changes in figures but to inform you and, through you, the community at large of all matters of interest and importance which have occurred during the current year or are in anticipation in the approaching year. It is unavoidable that this should greatly prolong my speech on this occasion, but for my own part I welcome this annual opportunity of explaining matters of policy and of progress, and I am sure I shall not exhaust your patience in doing so. It is the one occasion upon which the Government, which is entrusted with the welfare of the community, has an opportunity to speak, of giving an account of its stewardship, and of enlisting the interest of its inhabitants in the Colony in the various matters not directly connected with legislation, and which therefore do not ordinarily come before this Council.

WIRELESS STATION AT PRATAS.

In regard, then, to the Observatory, we have not yet heard of the establishment of the wireless station which the Government of the Philippines undertook with such willing co-operation to erect in the Islands of the Ballangu Channel, but we may be sure it will not be forgotten. So soon as the present negotiations between China and Japan are satisfactorily concluded I have hopes that we may witness the erection of a station at Pratras, which will be an invaluable assistance to our typhoon warnings.

Under "miscellaneous services" the sub-head of the same name has been reduced by \$15,000. This cannot be regarded as a retrenchment, for the expenditure hitherto devoted to this head must in future appear separately as it should do. This last year the full vote of \$20,000 was exceeded by \$17,332, and included loss on exchange and the purchase of the Laichikok quarantine station. The economy in the method of printing in the *Civilis servus* \$4,000, while a larger sum has been arranged for printing miscellaneous papers in order to co-ordinate and improve the records.

SUBSIDY COINS.

Under "redemption of subsidiary coins" there is an increase of \$4,000. The estimate is calculated to cover the loss on discount of subsidiary coin received as legal tender during the year and not as in the last two years to cover the cost of dematerialising by withdrawing those coins from circulation and selling them to be melted down as bullion. In 1908 a sum of \$16,000 was estimated for this purpose and the actual expenditure was \$16,474 which included notes in hand. In 1909 the same estimate of \$16,000 and the actual expenditure is estimated

at \$134,000, which gives a total of nearly three lakhs in three years. For my own part I can see no use in withdrawing our currency from circulation so long as the depreciation below par value is obviously due not to an excess in the quantity but to the existence of a par value coinage which is so legal tender and which circulates at a discount and influences the value of our own. If then our coinage is shown to be redundant it will, in my view, be time enough to take steps to withdraw a portion. Meanwhile it seems to me it is unnecessary to cover this loss. While the whole question remains as yet undecided, our financial position is difficult. The matter is, however, one which affects the trade and commerce of the Colony and I am referring the question to the Chamber of Commerce and the China Association which are representative bodies entitled to speak for those interests, and as a sum has been provided in the Estimates over excess of that provided during the last two years that the policy of demonetisation was in operation, either policy can be followed so far as the Estimates are concerned. The actual loss incurred by Government by payment of discount on subsidiary coins is calculated at \$16,777. I cannot leave this question without a reference to the larger aspect of it. The attitude of the Government has been described as one of apathy and devoid of a definite policy. This is incorrect. There are two lines open to us. One is to adopt some vigorous methods of restriction of Chinese coinage, the other is to await the result of the pressure now being brought to bear upon the Chinese Government to recognise their coinage and especially to control the issue of their mints. The former would, no doubt, result in the re-habilitation of our small currency. It would also probably result in a great influx of that currency from China, and compel us to large measures of demonetisation which at the present moment our finances can ill afford. It is urged by those who oppose it that it would interfere with the minor operation of trade, especially among the Chinese; that to enforce it would require measures which would be highly unpopular; that would be presented in Canton, and that, finally, the companies who suffer are few and that the remedy is in their own hands, either to refuse non-legal tender or to put up their fares or prices. Those who advocate the second line of policy urge that, although many years have passed without anything effective having been done by the Chinese Government, the last year or two has seen a movement the result of which we ought to wait before taking a plunge in the dark. During last year we were awaiting the return of His Excellency Tang Shao-yi, who had been sent to Europe and America with the special object of studying this question. Since his return an important edict has been issued which a home paper describes as a foundation stone of the Mackay Treaty. It enacts that all coins now current of whatever value shall be minted of one standard of fineness and one authorised pattern. Meanwhile the necessity for increasing her import duties is daily becoming more imperative and Great Britain and other countries have declined to agree until the questions of like and coinage are simultaneously dealt with. It is, in these circumstances, I think, legitimate to hope that the decree I have referred to is the beginning of a real attempt to deal with this matter. I made an attempt within a few days of my arrival in this Colony to ascertain the views of the merchants and bankers and financiers of Hongkong upon this vexed question, and in August, 1907, I appointed a large and influential Committee to investigate and report upon it. The report was by no means unanimous and the majority were divided among themselves on several issues. By a narrow majority they recommended that the first of the two policies, namely, one of restriction of Chinese coins. But I think, though I am not certain, that the Chairman, my boni friend on the right, agrees with me that it would be better to defer action at present. The Chamber of Commerce and the China Association, however, advised against this policy. In the circumstances I have adjudged it most advisable up to the present to adopt the course advised by these two bodies, and that is a definite policy which does not denote either apathy or indifference. During the coming year we shall judge whether events justify us in continuing this policy or adopting the alternative. The matter is too large to deal with on this occasion in detail and it would be better to discuss it separately should any unofficial member desire to raise the issue.

MR. SHEWAN'S ACCUSATION.

I cannot, however, leave it without a passing reference to a speech delivered by a prominent and greatly respected resident who formerly occupied a seat at this Council. Speaking as the Chairman of the Canton and Macao Steamboat Company he stated that a loss of \$8,389 had been incurred by the company on subsidiary coin during the half year. I disregard the charges of lack of wisdom, courage or foresight and the accusation of indifference, apathy and supineness which the speaker stated to be amazing even for this Government and which his audience applauded and I come to the facts. I have here an extract from a letter addressed to me unolicited from the managing director of Messrs. Butterfield and Swire, in explanation of the statements to which I have alluded, which he describes as irrelevant and fallacious. He proceeds to explain that as Messrs. B. & S. are working in agreement with the Canton-Macao Steamboat Company he is qualified to speak. He informs me that ninety to ninety-five per cent of the earnings on the Canton line are collected on board subsidiary coin and must always be collected on board. Nothing that the Hongkong Government can do would change this custom of paying on board or cause passengers to pay in anything but subsidiary coin. At present they pay in Hongkong sub-coin and Canton sub-coin as both are at about the same discount. If Hongkong barred Canton sub-coin from import into circulation in Hongkong it would not make any difference to the Chinese passengers who

would only then pay in Canton sub-coin as the cheaper money and if the steamers attempted to collect Hongkong sub-coin, assuming that by prevention of Canton sub-coin our sub-coin could be raised to par, the passengers would travel by other steamer not imposing this condition. It follows that the boat company has to accept that which is offered in payment of passage money and the sub-coin would still have to be sold at market rates. Again, assuming that Canton sub-coin is barred out of Hongkong and that Hongkong sub-coin is by this action raised to par it is not unreasonable to suppose that with the Hongkong market closed against it Canton sub-coin might even go to a greater discount than at present and therefore the boat company would be worse off than they are now, for it is certain that under these conditions most of the sub-coin collected on board would be Canton sub-coin which they would have to sell at market price in Canton. The boat company could not by any means then possess force passengers to pay Hongkong sub-coin. It is, moreover, a fact that the boat company with ourselves did raise the rate of passage money to compensate for the discount on the sub-coin we are forced to receive and the boat company's accounts speak for themselves. I will not quote further from Mr. Law's interesting letter which is devoted to arguing the policy of restricting Canton sub-coin and to justifying the present policy of the Government. It is only on this one occasion during the year that the Government has an opportunity of justifying or at least explaining its action. Charges of apathy and indifference are brought against it and I have thought it fitting to put this other side of the matter before the Council. My friend, Mr. Shewan, can debate the facts at issue in this particular matter with Mr. Law. For my own part I am only concerned to demonstrate to the Council that there is no apathy or indifference on the part of the Government. I am watching the signs of the times and am ready at any moment to adopt such a course as may recommend itself and meet with the approval of the merchants and bankers. Taking into due consideration the political issues involved, the cost of the taxpayer, and the effect on trade as a whole and not merely to one company.

SUNDRY SAVINGS.

Reverting to the Estimates, economy in telegrams sent by Government results in a saving of \$3,000. The vote for the Widows and Orphans Fund expenses is no longer necessary now that the fund is transferred to Government, but it has been retained for next year to meet the fees of the actuaries who are making the valuation. It appeared last year on the Treasury. The transfer has been reduced by \$3,000. Under the heading of "judiciary" there is a saving of about \$4,000 due to new appointments under the Supreme Court and a new head, as I have already described is opened under D. O. with transfers from various other departments the total amounting to \$3,524. The net increase in the judiciary amounts to \$7,194. With regard to the police, reductions have been effected as in other departments by the creation of a new district officer. One lance-sergeant has been abolished in the New Territory. The Retrenchment Committee recommended the sale of No. 3 launch, but I have decided to retain her with a stoker and seaman in charge, to take the place of either of the other launches when under repair. This effects practically the same reduction in cost and avoids the necessity of the whole crew of a launch remaining idle while it is under repair. The saving amounts to \$9,684. The transfer from "miscellaneous services" of \$14,000 equalisation in exchange on Indian police pensions, however, brings the total up to \$65,279 and converts a decrease of about \$7,000 into an increase of about \$17,000. With regard to the prison four wardens and one chief warden, four assistant wardens and seven guards have been dispensed with on the recommendation of the Retrenchment Committee, at a saving of over \$7,500. Under the heading of "medical," a new medical officer for the New Territory and Railway is provided from June 1909 until the railway is expected to open. Hitherto two-thirds of his salary has been borne by railway funds. On the other hand, one assistant medical officer of health at Kowloon has been abolished under the Sanitary Department vote. The abolition of the *Hygiene*, to which I shall allude later, effects a saving of some \$5,500, including the temporary staff at Kennedytown Hospital. The "other charges" votes which have had a tendency to increase each year and are not fully expended have been reduced, as you will see, in many cases. Under the heads incidental expenses, medicines and appliances, and especially provisions for patients. The post of assistant bacteriologist has been abolished and a Chinese licentiate substituted. The total medical vote is decreased by \$11,650. In the Sanitary Department the principal clerk has been abolished and the Secretary, whose former duties are now largely performed by the Head of the Department, is placed on a lower rate of pay, a saving of about \$6,000. The second assistant medical officer of health, the remaining sanitary surveyor and three inspectors are abolished, leaving 24 and one storekeeper, 10 artisans, 3 boatmen, 1 market overseer, and some minor staff, effecting a total saving of over \$16,900. The other charge votes have also been considerably decreased, two large items amounting to \$5,800 being transferred to the Public Works revenue and the amount provided for coolies labour. Disinfectants, incandescent light, paint, rent, amounts in all to about \$13,400. The opening of Matankok slaughter-house, on the other hand, involved some extra staff which will be more than recouped by fees. The total saving effected is \$50,841. The Forestry Department showed little change. There is a small saving on education.

EDUCATION.

Provision is made for the additional master at Queen's College in view of the increase in

school fees and the small school at Aberdeen has been closed as the attendance was insufficient. It had long ago been decided to bring Queen's College under the Education Department whenever Dr. Wright's services should terminate and this has now been accomplished. It involves a saving of \$900 for the examination fees. A further instalment of dual desks is provided for at a cost of about \$4,000 and \$800 has been set apart for scholarships to Queen's College from the district schools. At Salyingpoo, Yau-mai and Wanchai the purchase of desks is completed which saves \$2,000. The amounts for grants under the Code continue to increase and reaches the large sum of \$6,000. I propose to examine this question during the coming year. The Technical Institute has proved to be a more valuable institution. The vote for the lecturing staff is increased by \$3,000. The total education vote is increased by about \$5,320 and it is anticipated that this will be much more than met by increased fees.

MILITARY CONTRIBUTION.

Under "Defence" there is the usual 20 per cent of revenue which in consequence of the increased revenue we have to raise to meet expenses amounts to a larger sum than last year. The Secretary of State has informed me that he proposes to appoint a Committee to inquire into the incidence of this contribution. I have already expressed to you my own view that the Colony cannot complain of having to pay only very little over a quarter the cost of its defence without any contribution to the navy, though I am of opinion that the mode of levying it might be altered so as to better out Mr. Chamberlain's object of making it fall less heavily in years of depleted revenue. Under the "other charges" for the volunteers, considerable reductions have been made with the concurrence of the commandant, amounting to \$5,220. In the Public Works Department one senior ex-engineer has been appointed as second assistant in order to cope with the additional work in the office and one new overseer has been created. A land surveyor has been appointed in place of two second grade surveyors and a new scale of pay adopted for these officers involving with incremental rises a total increase of \$3,216. The other charge votes are increased by \$10,830 which is deducted from the miscellaneous service vote under public works recurrent and placed under its proper heads. The votes for drawing materials and survey work is increased by \$1,000 to meet increased work. Under public works recurrent the miscellaneous service vote of \$11,000 disappears, \$6,807 is included for canteens taken from the Sanitary department, the total being thus a decrease of \$5,500. Under charges on account of public debt, you will find that whereas \$768,000 was provided this year for interest on railway advances, no sum is provided this year. It is the usual custom to charge interest on capital during construction to capital account and I have obtained the sanction of the Secretary of State to do so. \$482,991 will have been paid out of revenue during the present and past two years on this account and the amount for the next four years is estimated at \$330,000. This will add eight lakhs to the railway cost, the repayment of which will under the operation of a sinking fund, be spread over a long term of years instead of falling in its entirety upon the Colony now. You are aware that the line is expected to open for traffic on July 1st and it would therefore seem proper to charge only half the interest on capital to construction account. The line will, however, only be opened by utilising the contractor's "overland" loop line and as Messrs. Leigh and Orange's Contract will not be completed during the year a very integral part of the construction will still be proceeding not until up to but beyond the end of next year. I think that it is legitimate to charge interest on capital and construction for the whole of 1910 and to charge it to open line account from the 1st of January, 1911.

PUBLIC WORKS.

Pensions do not call for any remarks as they show an estimated decrease of \$3,000. Charitable services is increased by the additional grant to the New Tung Wah Hospital in Kowloon of \$7,100. I will, as usual, run briefly through the programme of public works for the coming year. For the Law Court we set aside \$105,000 and for the Post Office \$30,000 and these sums, I am glad to say, are the last large votes for those great works. Only \$75,000 is estimated to be required to complete both in 1911. Public latrines absorb the same sums as has been devoted to this object during the past few years. The gradual replacement of offensive private latrines and urinals. And the provision of public conveniences, if necessary, by resumption of the site required on which \$92,692 has been spent to the end of 1909 is a measure of sanitation which I regard as thoroughly practical and necessary and of urgent importance. \$23,000 is provided to complete the new market at Kowloon which is not only greatly required but will be remunerative in itself. The total cost will be \$66,000 and the expenditure to 1909 is \$54,000. This is largely a refund as \$16,000 will be unexpended this year. The delay of steel work. The necessity for the extension of No. 2 Police Station was described by me last year. I regret that the Director of Public Works has not yet been able to commence the work but a beginning will be made shortly and the sum shown in the estimate is a re-vote of the remainder. Taipo Land Office requires \$2,000 to complete and the steps to the ballroom at Government House show a sum of \$7,200. This work will be completed during the current year and the sum carried forward to next year is the retention money payable after six months of maintenance by the contractors in accordance with the terms of the contract. The extension of the Public Works Department offices will be completed this year at a cost of \$2,000 more than the original estimate, for it has been found necessary to add a second story and a covered way in order to accommodate the staff. The matted in the compound which it has been necessary to put up for part of the staff has been taken down. The staff quarters at Taipo are completed and so is the quarantine station

at Lai-chi-kok where \$5,352 additional expense had to be incurred, \$15,782 owing to the bad foundations of the boundary wall and extra repairs. The extensions to Queen's College are completed. It has not been possible as yet to begin the erection of the market at Aberdeen for which provision was made this year, but it is hoped that it will be done this year. The same sum as in the current year \$30,000, is provided for new roads in Kowloon. The three chief items included in the programme under this vote are (a) the completion of Argyle Street which will form the main thoroughfare between the new railway station at Yau-mai and the seaford and villages of Yau-mai and Mong-kok. A small portion of this work is debited to the railway, the amount to be paid from revenue being \$9,205 which together with \$1,152 makes a total of \$10,357. (b) A sum of \$6,000 is charged to this vote for the completion of nullah in Waterloo Road. (c) \$12,000 is to be devoted to the prolongation of Nathan Road including cutting a hill the spoil from which is required for reclamation, under which vote the balance of cost will be debited. New roads in the New Territory are retained at \$25,000 which will be devoted almost exclusively to the prolongation of the Castle Peak Road and whopped to carry it on to the eight miles in 1910. Four and a half miles will be completed on the new system I described in a former budget speech, namely, the road is six foot broad in banks, eight feet in cuttings. The bridges are, however, made to the full eventual width of fourteen feet and the land resumed is sufficient to be eventually extended to this breadth. By this means the initial cost is reduced to about \$5,000 per mile including resumption. I consider this main trunk road through the New Territory as a work of the first importance both for the purposes of facilitating trade and also for the police control as was shown by the recent escape of the police murderers. I hear that in regard to the first of these aspects the traffic along the new road from Ping Nam to Castle Peak Bay is already enormous and surprising. Traders and others who formerly had to make a long detour now go direct and save much time, while from the latter point of view, namely, police control, the patrols are now able to police the district much more efficiently and in less time. As another result of this road construction it is probable that the point at which it leaves the seaford will command a very high price as a pier site. The vote for primary streets is reduced to \$30,000 from \$35,000. Of this \$7,000 will be added to the \$6,000 from the new roads in the Kowloon vote towards forming the nullah in Waterloo Road, \$1,000 to lowering the road after the French Convent at Happy Valley to which the Government has long been pledged, \$2,000 for tram diversion on Shaikwan Road to which the Government has also long been pledged, \$3,000 to complete Reclamation Street, \$4,000 for the Hung Hom district and \$1,500 each for Salisbury Road and Marine Lot 29, the balance being for general works. The vote for \$17,500 for raising Chatham Road is in repayment for work undertaken by the Kowloon-Canton Railway, the Public Works portion being completed this year. This completes the whole of this important improvement rendered necessary by the new reclamation at a total cost of \$51,000. The road on Victoria Peak for which \$300 was provided this year has not been undertaken in the pressure of more important works and we do not propose to proceed with it next year. The reconstruction of gutters upon which a sum of \$93,600 will have been spent by the end of this year is now practically complete and only \$600 is allotted next year for completion. A sum of \$15,000 is allotted to training nullahs, of which \$5,000 will be spent at Shaikwan, in which district, as you are aware, the Sanitary Board have made representations on the initiation of the P.M.O. who complained of the prevalence of malaria in the Lyemson Barracks, and we propose to spend about \$3,500 this year, making a total of \$14,500. The expenditure of the rest of the vote has not yet been decided. With regard to flushing tanks and iron pipes, three tanks are completed out of six, and iron pipes have been substituted for earthenware in Bonham Road at a total cost of \$19,263. It is proposed in 1910 to continue the substitution in Garden Road at a cost of \$5,000. This, you will recollect, is a part of the Chadwick scheme which the Government has been consistently carrying out for seven years past. Miscellaneous drainage stands at \$43,000, the principal items of which are new drainage works at Shaikwan, \$7,300, the extension of the drain on the railway reclamation, \$4,100, new S.W. drains near the Yau-mai Pumping Station, \$5,000, extension of the sewer near the Yacht Club, \$4,410, extension of sewer near Yau-mai Theatre, \$2,140, N.W. drains, San-shuipo, \$4,000, Reclamation Street, \$1,100, and Hok On, \$5,000. The sum of \$5,000 is allotted for pushing forward the triangulation of the Colony, which I am glad to say, is making progress. The old heading of this vote is not applicable for many of the old traffic marks cannot be identified, and money is wasted on the work of trying to re-establish them completely. Where they can be found they are included in the triangulation. The vote includes the cost of engaging a temporary man for two years. The sum of \$18,000 will complete the pin-jointed concrete piers at Green Island and Kowloon City. I do not propose to proceed with the one opposite the Harbour Office at present. Its estimated cost is \$27,000, and the total cost of the two completed will be \$34,734. Blakes Pier roofing is completed, and cost \$8,546 over the estimate, which was due to an alteration made by the Crown Agents and a loss on exchange. The Miscellaneous Works vote is \$35,000. This is for the various urgent minor works for which necessity is shown during the year. They will, I hope, include the Beacons on Peninsular and Douglas rocks, and the small pier at Sailing. With regard to the typhoon refuge, under revenue you will find that \$90,000 is expected to be realised from the special light dues, and this is entered against the vote. The remainder of the ex-

penditure during the coming year will be debited to the special fund, and defrayed from the Colonial reserves. The sale of the dredger will also add to the funds in hand for the work. The amount including the cost of the dredger, already spent, is \$96,693, which is not so much as we had hoped to expend, but the delay in getting forward with the work is due to the necessary time occupied in preparing the working plans. The deepening of Causeway Bay has been pushed on rapidly and will be completed this year. The sum shown, viz., \$12,000, is the balance of the estimate and is retention money due to the contractor on the expiration of the period for which he is responsible for maintenance. The total cost is \$74,000. The sum due for resumption on Marine Lot 29, which was borne on this year's estimates, has not fallen due for payment. Half, namely, \$10,700, will be paid this year, and half next year. Albany filter beds reconstruction and extension has proved a costly undertaking, totalling about \$182,000. The sum of \$16,000 falling due next year is retention money, and \$5,000 is a re-vote from this year's, but I am glad to say, will complete this work. Kowloon Waterworks form some of the great undertakings on which this Colony has embarked, and which calls forth the admiration of visitors. Its cost is \$1,191,600, and the sum provided next year, \$73,200, is all that is required to complete it. The vote for miscellaneous waterworks has been increased next year from \$25,000 to \$28,000 in order to admit of improvement of Mr. Toke's catchwater (Tytam). A twelve-inch main will be laid from the Albany filter beds to convey the Tytam water to West Point, and for this \$12,000 will be expended in 1910. We shall already have spent \$10,000 for the pipes this year. West Point will thus not have to rely on Pokfulam reservoir only, and the additional supply will, I am sure, be greatly appreciated by the Chinese population of that district. The new works for 1910 comprise the following:—(1) Coolie quarters at Kennedy Town Hospital, on the recommendation of the Retrenchment Committee supported by the acting P. C. M. O. and by Dr. Siedman. I approved the sale of the hospital ship *Hygieia*, and therefore small-pox patients will be treated in the Kennedy Town Hospital, which together with the Tung Wah Infectious Diseases Hospital and which have hitherto not been utilised to their full potential utility. I have already stated the amount of the saving in staff thus effected by the sale of the *Hygieia*, in addition to the sum received. There are, however, some matters between the hospital and the bath house and coolie quarters, and soon after I came to the Colony I pointed out the great danger from fire which they constituted to a building which might contain many invalids incapable of saving themselves. These will be replaced at a cost of \$3,600. (2) \$8,500 is provided for a slaughter-house at Shaikwan, as much required, and will be remunerative. (3) A sum of \$18,000 has been provided for extension of the gaol.

BELLIS REFORMATORY.

Hitherto the Bellis Reformatory has been used as an overflow or branch prison. This building was a charitable bequest given to the Colony for a specific purpose, and in my view it is altogether irregular to use it for such a purpose as a branch prison. It is, moreover, very distant from the central prison, and not well suited for such a purpose. The object of the donor was that the building should be used as a reformatory for boys. Changes in the law and the administration in regard to juvenile offenders were partly responsible for the fact that no inmates were forthcoming to occupy this building, even supposing that such an institution were adapted to the requirements of this Colony, of which I have doubts. Only one boy was ever placed in it, and he shortly after escaped. On the other hand, owing chiefly to the exertions of the lady whose name the institution bears, the "Eyre Refuge" for derelict Chinese women and girls had come into existence, and its good work was recognised by the Po Leung Kuk which is, as you are aware, an institution maintained entirely by Chinese for the rescue of women and girls by Chinese for the rescue of women and girls. The Po Leung Kuk, however, does not profess to provide a permanent home but only to repatriate or otherwise dispose of the women, under local ordinances, are committed to its charge. Where no means of disposal such as marriage or repatriation presented themselves the directors were glad in many cases to hand over girls to the care of the Eyre Refuge. This institution has been organised with a representative committee under the presidency of the Rt. Rev. Bishop Lander, and with an extended sphere of usefulness it appeared to me that no better use could be found for this building than as a reformatory for girls. I consulted Mr. Bellis on the subject and he, with his cordial concurrence, the home has been handed over to the Eyre Committee. The gaol, on the other hand, has long been found to be somewhat restricted in space, and from time to time the ordinary rules as to segregation of prisoners, have had to give way to the necessity of accommodating inmates, and it has occasionally been necessary for prisoners to sleep in the passages, etc. I look, therefore, on this proposed gaol extension as a very necessary and urgent matter, together with some improvements in ventilation which I have personally inspected, and met with the unanimous approval of the Principal Civil Medical Officer and the Captain Superintendent of Police. The cost will be largely reduced by the employment of prison labour under the able supervision of the Assistant Superintendent of the gaol. (1) A sum of \$60,000 is allotted to reclamation work at Yau-mai, which may be classed as remunerative expenditure since the new lots formed will bring in revenue by premium and Crown rent.

We hope during next year to effect the beginning of some extremely necessary sanitary improvements in the village of Tai Hing. The total cost is estimated at \$15,500, and of this \$4,500 will be expended. \$5,000 should be used for the building of a new police station at Tsan Wan, which is considered to be a matter of much importance for the effective supervision of the New Territory. The present station at Tsan Wan, which is only a mile distant from the station at Ping Shan, is no longer necessary as it was in the earlier days, the more so that the new road will now connect those two villages and render police patrol easy and rapid. The Police detachment there will, therefore, be moved to Tsan Wan. Finally, a sum of \$17,000 has been set down for the rebuilding of one of the Government pavilions. These two buildings, as you are aware, have been provided for the members of the Civil Service who are allowed to occupy them for a fortnight in rotation during the hot weather in order to recruit their health and obtain a change from the lower levels. They pay a sum for maintenance of furniture and I think the Colony obtains its value for the capital expenditure on the buildings, in the renewed health and vigour thus obtained. The buildings were reported to be unsafe for habitation last year, but were temporarily

strengthened by rope and stays so as to render it possible for them to be occupied during the summer.

KOWLOON.

I had hoped to provide a sum to start a pier at the end of Nathan Road the total cost to be \$24,000, but this must be deferred to next year for list of works already as much as the Public Works Department can undertake this year is there any money available. The total of the Public Works Extraordinary for 1910, \$940,820, to this must be added a sum of \$374,405 for land reclamation in the neighbourhood of the new railway station at Kowloon. I have considered it wise to resume this land for the probable extension of the station in the not distant future, but as it will not be immediately occupied its cost is not debitable to railway construction funds until such time as it may be wanted. Meanwhile it can be let on short lease and the rental will, I hope, cover the interest on the capital sum which is the amount of interest on advances which under the system hitherto in operation would have been payable next year. The total of the extraordinary or "below the line" expenditure is \$1,315,625.

RAILWAY ESTIMATES.

This allusion to the Kowloon Station brings me to the railway estimates. With regard to the figures I have little or nothing to say, since it is not long ago that I made a full statement to the Council on this subject. You will see from that statement that the construction staff is being rapidly reduced and is calculated for the half year only. The open line staff and working expenses are included for the remaining half year in a new kind of estimate and on the advice of the Chief Railway Engineer a sum of \$100,000 has been provided while the earnings are put down at \$30,000 which I hope may be exceeded. A traffic manager has been appointed to organise the working of the new line, and he is due to arrive shortly. As soon as he arrives I hope to open negotiations for the joint working agreement with the Canton section. The Chief Engineer after careful consideration had decided that it will be necessary to dismantle two or more of the bridges which tailed owing to the extremely unstable nature of the sub soil in which the foundations are sunk. In these circumstances, I have decided to abandon one bridge which had been designed to cross a proposed road north of Yau-mai. It is probable that it will be many years before the road is made and I am uncertain that the bridge can be erected if required at any subsequent time. This will reduce the extra cost involved in re-habilitation. This work is proceeding satisfactorily. At the end of last month the total of the big tunnel completed and lined was 4,935 feet and as this work is proceeding at an average rate of nearly eighty feet a week we may hope to see the completion of the tunnel early in May. The remainder of the railway is also nearing completion. On the whole, gentlemen, I hope you will agree with me that our difficulties have been fairly met for the coming year. We have had to submit to a tax on liquor, but it is not a very high one, and I hope that the method of its enforcement will not give rise to any infringement of the freedom of the port beyond what is absolutely needful for its collection. I anticipate an increased yield in 1911 and as the expenditure on the Law Courts and Post Office will then have ceased and the typhoon refuge will be paid for out of Colonial Reserves, I am in hopes that with returning revenue which accompanies prosperity, we may be able in 1911 to meet our heavy liabilities on account of interest and sinking fund without any further increase of taxation. We have still to struggle against the low rate of exchange which enhances the cost of imports from Europe for sale in China, but on the other hand I hope that the removal of vexatious restrictions on landed property is already beginning to show a resulting confidence. (Applause.)

The Governor's speech occupied an hour and thirty-five minutes in delivery.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

FOREIGN POWERS AND CHINA.

AN EXTRAORDINARY MESSAGE.

[By courtesy of the "Shung Po"]

Peking, 6th October.

A telegram from the Chinese Minister to Rome, H. H. Chin Shun, to the Central Government states that the next time the representatives of the Foreign Governments, parties to The Hague Conference, meet will be in China.

He learnt that the Powers have in readiness a scheme defining their respective spheres of influence in China and are prepared to appoint officials to control China's revenue.

The Minister is of opinion that China's condition will then be an extremely precarious one. He urges that the Government might defeat the project.

The Waiwupu has received the telegram but has not yet memorialised the Throne thereat.

CUSTOMS COMMISSIONER-SHIPS.

CHINA'S POSTAL RIGHTS.

[By courtesy of the "Shung Po"]

Peking, 6th October.

The Waiwupu and the Ministry of Posts and Communications will confer with the British Minister at Peking next week, on the question of Chinese Commissionerships of Customs and also the restoration of China's postal rights.

Grand Councillor Na Tung has recommended Tang Shao-yi to assist in the deliberation.

[Owing to exigencies of space other telegrams are held over from this issue—E. A. H.]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPRESS OF JAPAN"
SATURDAY, OCT. 16TH."EMPRESS OF CHINA"
SATURDAY, NOV. 6TH.

From Quebec.

"ALLAN LINE" FRIDAY, NOV. 12TH.

From St. John.
"EMPRESS OF BRITAIN"
FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 5 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71.10/-
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 64.3/-

Via New York 67.10/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
J. W. BRADY, JOK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA, SAMARANG & SOERABAYA	"YUENSANG"	FRIDAY, 8th Oct., 4 P.M.
SPOR, SAMARANG & SOERABAYA	"FOUSANG"	SATURDAY, 9th Oct., 3 P.M.
SHAN TAI	"DANGSANG"	MONDAY, 11th Oct., 4 P.M.
TIENSIN via TSINGTAU, WEI	"CHONGSHING"	MONDAY, 11th Oct., 4 P.M.
HAIWEI & CHEFOO	"MAUSANG"	TUESDAY, 12th Oct., 4 P.M.
SANDAKAN	"MAUSANG"	TUESDAY, 12th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	TUESDAY, 12th Oct., Noon.
MANILA	"LOONGSANG"	FRIDAY, 15th Oct., 4 P.M.
SGAPORE, PENANG & GALUTTA	"NAMSANG"	SATURDAY, 16th Oct., 2 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Katsang," "Namsang" and "Fousang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yaguire Ports, Chefoo, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Koda, Lahad, Datu, Simpoma, Tawao, Usukan, Jesselton and Labuan.For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 6th October, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To sail
AMOV, NINGPO & SHANGHAI	"SHANGHAI"	8th Oct., 4 P.M.
ORBU & ILOILO	"SUNGKIANG"	9th " "
CHINKIANG	"KANCHOW"	10th " Daylight.
SHANGHAI	"LINAN"	10th " "
NEWCHOWANG	"NANCHANG"	11th " 4 P.M.
MANILA	"TEAN"	12th " 3 P.M.
TIENSIN	"HUICHOW"	17th " Daylight.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA"	5th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

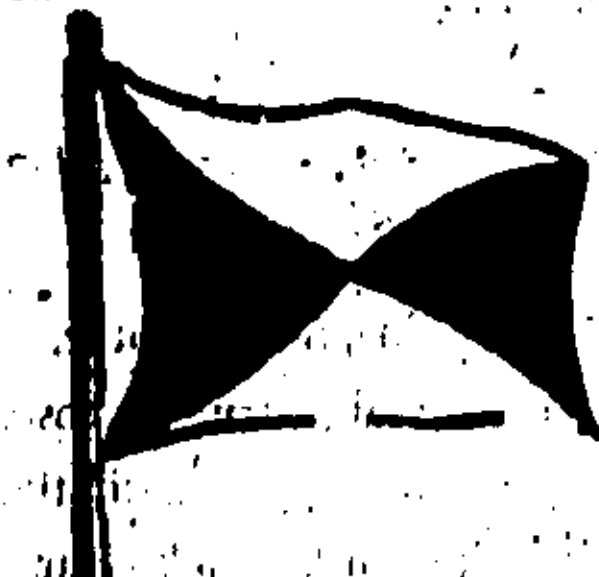
S.S. "LINTAN" and S.S. "SANDU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chienwei) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—These steamers land passengers to Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 15.
Hongkong, 7th October, 1909.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
LAIRO	2540	R. Rodgers	MANILA	SATURDAY, 9th Oct., at Noon.
ADRI	2540	R. W. Almond	"	SATURDAY, 16th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.Telephone No. 11.
Hongkong, 6th October, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, SALINA CRUZ
and MANZANILLO (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 " "	" 10th Dec., 1909, at Noon.
S.S. AMERICA MARU	6,000 " "	" 5th Feb., 1910, at Noon.

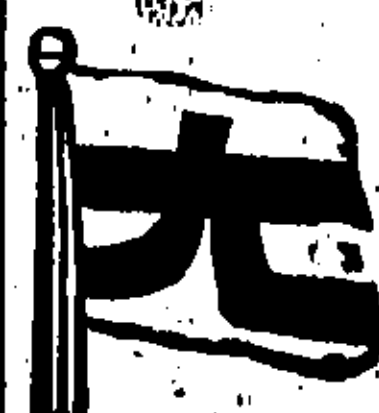
For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 14th September, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE OHIO, MILWAUKEE and PUGET SOUND RAILWAY,

AND

THE OHIO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct trans-Pacific service, with all transshipments, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, HANGHAI, MOJI, KOBE, SHIMIZU AND YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 13rd Oct., at Noon.
Do.	"SEATTLE MARU" Capt.	SATURDAY, 20th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers earned at low rates. 1st adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOY.	"DAIGI MARU" H. Murayama	UNDAY, 10th Oct., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th October, 1909.

T. ARIMA, Manager.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. J. Nagao	WEDNESDAY, 13th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	HAKATA MARU, Capt. J. Dring	WEDNESDAY, 27th Oct., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	AKI MARU, Capt. K. Sato	TUESDAY, 12th Oct., at Noon.
SHANGHAI, MOJI AND KOBE	KAGA MARU, Capt. M. Hagida	TUESDAY, 9th Nov., at Noon.
YAWATA MARU, Capt. T. Sakine	YAWATA MARU, Capt. T. Sakine	FRIDAY, 30th Oct., at Noon.
NIKKO MARU, Capt. M. Yagi	NIKKO MARU, Capt. M. Yagi	FRIDAY, 26th Nov., at Noon.
BOMBAY MARU, Capt. W. A. Evans	BOMBAY MARU, Capt. W. A. Evans	MONDAY, 11th October.
SADO MARU, Capt. G. C. Hurry	SADO MARU, Capt. G. C. Hurry	FRIDAY, 15th Oct., at 5 P.M.
HIRANO MARU, Capt. H. Fraser	HIRANO MARU, Capt. H. Fraser	FRIDAY, 2nd Oct., Noon.
NIKKO MARU, Capt. M. Yagi	NIKKO MARU, Capt. M. Yagi	TUESDAY, 26th Oct., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	YETOROFU MARU, Capt. K. Soyda	MONDAY, 11th October.

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days; to Kobe 5 days; and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUERZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:

Miyasaki Maru.....(Capt. T. MURAI).....About Wednesday, 20th October.

Kitano Maru.....(Capt. E. E. COPE).....About Wednesday, 17th November.

Hirano Maru.....(Capt. H. FRASER).....About Wednesday, 15th December.

Kamo Maru.....(Capt. F. L. SOMMER).....About Wednesday, 15th Jan., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

Manager. (458-411)

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"
Captain McArthur, will be despatched as above on WEDNESDAY, the 13th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd September, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "ATHOLL".....On or about 16th Oct.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 6th October, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER, B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date

Oceano 4,657 F. W. Davies 21st Oct.

Kumuri 6,232 J. Mathis 18th Nov.

Aymara 4,353 J. Mathis 16th Dec.

Suverio 6,232 S. Shotton 13th Jan.

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & Co., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 23rd September, 1909.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND HULL.

The Steamship.

"GLAMORGANSHIRE,"

Captain H. C. Norris, will be despatched as above on or about 23rd inst.

For Freight, apply to

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 5th October, 1909.

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CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to

MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 20th September, 1909.

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STRAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG".....Capt. F. W. WALKER

"KWONG SAI".....Capt. M. S. GROVE

Leave Hongkong for Canton at 9 every evening, (Sunday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer'd by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 2, Queen's Road West

Hongkong, 20th Sept., 1909.

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Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, SHANGHAI, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"HIMA'AYA,"

Captain L. E. S. Spicer, R.M.A., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 7,911 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Atlanta, due in London on 19th November, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT,
Superintendent

Hongkong, 4th October, 1909.

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THE AMERICAN AND ORIENTAL LINE.

(With liberty to call at the Malabar Coast.)

FOR NEW YORK.

THE Steamship

"COULSDON"

Captain Turnbull will be despatched for the above Port on SATURDAY, the 30th October, 1909.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 4th October, 1909.

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For Sale.

AT

GRAA & CO.

27, Des Voeux Road.

FOR SALE

VIEW Post Cards and Asiatic Postage

Novels: Books for parlour and household use.

"The Doctor at Home"—1909 edition.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

Toy Books for Children.

Manila Cigars and Cigarettes.

Stamps in Sets, Packets, Bags and Single.

Large Assortment of Albums for Stamps and Post Cards.

Postage—Stamps Catalogues by—Lincoln, Seal, Stanley Gibbons, Scott and Tallies.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Morse's Leaf Albums, Tissues, Magnifying Glasses, Perforation Gauges.

Water Mark Detectors.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London-Bank T.T.	1/9 1/16
Do. demand	1/9 1/16
Do. 4 months' sight	1/9 3/16
France-Bank T.T.	220
Germany-Bank T.T.	178 1/2
India T.T.	131
Do. demand	131 1/2
Shanghai-Bank T.T.	174 1/2
Singapore-Bank T.T. per H.K. 100	174 1/2
Java-Bank T.T.	85 1/2
Java-Bank T.T.	105 1/2

Buying.

4 months' sight L/C	1/9 1/16
6 months' sight L/C	1/9 1/16
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	44 1/2
30 days' sight Sydney & Melbourne	224 1/2
4 months' sight do.	224 1/2
6 months' sight do.	224 1/2
4 months' sight Germany	224 1/2
Bar Silver	23 13/16
Bank of England rate	21 1/2
Sovereign	21 1/2

SHIPPING AND MAILS.

MAILS DUE.

Indian (Kutsum) 11th inst.	
French (Touraine) 11th inst.	
Indian (Lalrang) 16th inst.	

The C. N. Co.'s s.s. *Teau* left Manila on 6th inst., and is due here on 10th inst.

The C. N. Co.'s s.s. *Chinhu* left Shanghai on 7th inst., and is due here on 10th inst.

The Danish s.s. *Cuth* left Shanghai yesterday afternoon, and may be expected here on 10th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 6th at 2.30 p.m.—Red South Cone and Drum hoisted.

At 10.10 p.m.—No. 2 night signal hoisted.

On the 7th at 6.10 a.m.—Black South Cone hoisted.

At 11.55 a.m.—The barometer has risen moderately in N. Luzon, while it remains practically steady in the neighbourhood of Hongkong. The typhoon is probably situated to the S.E. of Hon. Kong, about 18° Lat. It appears to be taking a W.S.W. course under the influence of the continental high pressure.

The northern depression is moving away over the Pacific to the N.E. of Japan.

Pressure remains high over N. China, but with a tendency to give way.

Strong monsoon may be expected in the Formosa Channel, and rough weather over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, N.E. winds, strong; fair, squally.
- 2.—Formosa Channel, same as No. 1.
- 3.—South coast of China between Hongkong and Lamook, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Germania, Ger. s.s., 1,714, Chr. Jurgensen, 6th Oct., Wakamatsu and Karatsu 1st Oct., Coal.—J. & Co.	
Empress of Japan, Br. s.s., 3,039, H. Pybus, 7th Oct., Vancouver (5th Sept.) and Shanghai 4th Sept., Mails and Gen.—C. P. R. Co.	
Hongkong, Ger. s.s., 1,118, Frank, 7th Oct., Taku Bay 30th Sept., Salt.—H. A. L.	
Bushu Maru, Jap. s.s., 1,170, Matsuo, 7th Oct., Wakamatsu 30th Sept., Coal.—M. B. K.	
Haiman, Br. s.s., 616, J. W. Evans, 7th Oct., Swatow 6th Oct., Gen.—D. L. & Co.	
Anhui, Br. s.s., 1,315, J. Harris, 7th Oct., Canton 6th Oct., Gen.—B. & S.	

Clearance at the Harbour Office.

Pongtong for Swatow.
C. Ford, Kaitze, for Singapore.
Anhui, for Shanghai.

Departures.

Takusan Maru, for Mito.	
Blomfontein, for Shanghai.	
Buruga, for Singapore.	
Pongtong, for Bangkok.	
Amara, for Whampoa.	
Meafou, for Canton.	
Quinta, for Canton.	
Lima, for Canton.	
Nile, for Singapore.	
C. Ford, for Colombo.	
Amara, for Shanghai.	
Battle Dore, for Japan.	
Oana, for Seattle.	

Passengers arrived.

Per *Haiman*, from Swatow—Rev. Penn Doupin.

Per *Empress of Japan*, from Vancouver, &c.—Lieut. B. E. Coker, Mr. and Mrs. K. G. Hall, Mr. G. Hallock, Miss O. J. Hall, Messrs. F. A. J. Davidson, G. M. Ritchie, Edw. Poskitt, Capt. G. Thatch, Hon. F. H. and Mrs. May, Miss Phoebe May, Mrs. D. Dions May and nurse, Sister Marie de Lourdes, St. Joseph, St. Pierre, Eleanor, M. de Eickhof, Jesus, M. de St. George, St. Jean Evangeliste, Mr. and Mrs. Newall, Mr. and Mrs. Von Dippe, Messrs. F. Graham, Norman K. Bain, R. H. Gaskin, N. Washburn, M. W. Weeks, J. M. Hutchison, Lieut. J. N. Loper, R. M. R. Richards, 216 Chinese, and 2 D. B. Seamen.

Passengers departed.

Per *Nile*, for London, &c.—Messrs. F. Newton, G. C. Glover, Mr. and Mrs. F. P. Lachlan, Lieut. W. L. Fielding, R. M. Messrs. J. McGlashan, I. H. Smith, W. A. Forest, Sargi, and Mrs. Moore and 2 children, Miss A. M. T. Millington, Mrs. Matland, Mr. Manning, Mrs. Tweedie, infant and nurse, Mr. St. Evans, Master Miller, Mr. St. Thomas, Lieut. Roy, Mr. C. Brown, Mrs. Scott and infant, Private Lucas, and Mr. Glasville.

Shipping Report.

Per *Haiman*, from Swatow—Strong N.E. wind and high sea with sea clear weather.

VESSELS IN PORT.

Steamers.	
Aki Maru, Jap. s.s., 3,095, K. Sato, 3rd Oct., Shanghai 30th Sept., Coal, Pig Iron and Gen.—N. Y. K.	
Ascalia, Ger. s.s., 1,297, Clasen, 4th Oct., Samarang 21st Sept., Sugar.—H. A. L.	
Bessie Dollar, Br. s.s., 2,797, A. Gow, 4th Oct., Canton 3rd Oct., Gen.—A. K. & Co.	
Bouhoo, Fr. s.s., 957, Le Ball, 30th Sept., Saigon 25th Sept., Rice.—Man Fat.	
China, Am. s.s., 3,186, D. E. Friele, 1st Oct., San Francisco 3rd Sept., Honolulu 10th, Yokohama, 21st, Kobe, 25th, Nagasaki 16th, and Shanghai 29th, Mail and Gen.—P. M. S. S. Co.	
Daiichi Maru, Jap. s.s., 864, H. Murayama, 6th Oct., Swatow 5th Oct., Camphor and Gen.—O. S. K.	
Foehling, Br. s.s., 1,413, T. Lishman, 6th Oct., Canton 5th Oct., Gen.—J. M. & Co.	
Haitan, Br. s.s., 1,183, J. S. Roach, 6th Oct., Swatow 5th Oct., Gen.—D. L. & Co.	
Hanoi, Fr. s.s., 743, J. Pannier, 6th Oct., Haiphong via Pakhoi and Hoihow 5th Oct., Gen.—A. R. M.	
Hanyang, Br. s.s., 1,207, Trowbridge, 5th Oct., Chin-wai-loo 28th Sept., Coal.—B. & S.	
Harford, Br. s.s., 1,716, Pope, 21st Sept., New York 30th June, and Luban 15th Sept., Kerosine Oil.—S. O. Co.	
Ischia, Ital. s.s., 81, G. Belito, 6th Oct., Bombay 17th Sept., and Singapore 30th, Gen.—C. & Co.	
Jacob Diederichsen, Ger. s.s., 630, A. Hansen, 5th Oct., Haiphong 23rd Sept., and Hoihow 3rd Oct., Gen.—J. & Co.	
Kohsichang, Ger. s.s., 1,292, C. Rosier, 3rd Oct., Bangkok 24th Sept., Teak Squares, Rice and Meal.—J. & Co.	
Kweilin, Br. s.s., 1,200, C. W. Pickett, 1st Oct., Karatsu 25th Sept., Coal.—B. & S.	
Lightning, Br. s.s., 1,315, A. E. Gentes, 5th Oct., Calcutta via Penang and Singapore 28th Sept., Gen.—D. S. & Co. Ltd.	
Manchuria, Am. s.s., 8,750, A. Dixon, 5th Oct., San Francisco 8th Sept., and Shanghai 3rd Oct., Mails and Gen.—P. M. S. S. Co.	
Mansing, Br. s.s., 1,644, G. S. Weigall, 1st Oct., Sandakan 25th Sept., Timber and Gen.—J. M. & Co.	
Michael J. J. Ger. s.s., 951, J. Petersen, 5th Oct., Taku Bay 25th Sept., Sugar and Mollasses.—J. & Co.	
Opack, Br. s.s., 2,517, R. J. Woodgett, 6th Oct., Liverpool via Singapore 28th Sept., Gen.—B. & S.	
Pheumpeah, Br. s.s., 1,056, J. H. Scott, 26th Sept., Saigon 22nd Sept., Rice and Gen.—Wo Fat Sing.	
Phranang, Ger. s.s., 1,011, Fr. von Maugelsdorff, 6th Oct., Bangkok 27th Sept., Rice and Wood.—B. & S.	
Prinz Sigismund, Ger. s.s., 3,300, D. Lenz, 21st Sept., Sydney 26th Aug., and Manila 18th Sept., Gen.—M. & Co.	
Protea, Nor. s.s., 1,024, C. Möller, 4th Oct., Bangkok 27th Sept., Rice—Aagaard, Thorsen & Co.	
Rajah, Ger. s.s., 2,100, H. C. Reher, 28th Sept., Bangkok and Kohsichang 21st Sept., Teakwood and Rice.—B. & S.	
Rydia, Nor. s.s., 2,491, Soendsen, 26th Sept., from Probolinggo, Sugar.—P. & A. S. S. Co.	
Sungkiang, Br. s.s., 937, W. Shaw, 6th Oct., Cebu and Iloilo 1st Oct., Hemp and Copra.—B. & S.	
Titan, Br. s.s., 5,725, R. Day, 6th Oct., Tacoma via Port 4th Sept., Flour, Lumber and Gen.—B. & S.	
Wakamatsu Maru, Jap. s.s., 1,721, U. Aikawa, 2nd Oct., Wakamatsu 27th Sept., Coal.—M. B. K.	
Yuensoang, Br. s.s., 1,138, P. H. Rolfe, 5th Oct., Manila 1st Oct., Gen.—J. M. & Co.	
Zafiro, Br. s.s., 1,629, R. Rodger, 5th Oct., Manila 2nd Oct., Hemp and Gen.—S. T. & Co.	

SAILING VESSELS.

Eclipse, Br. 4-masted barque, 2,069, J. White, 28th Aug., Canton 27th Aug., Ballast.—S. O. Co.

King George, Br. ship, 1,057, J. E. Jeffrey, 1st Aug., New York 9th April, Kerosine.—S. O. Co.

Steamers Expected.

Vessel	From	Agents	Due
Kutsang	Singapore	J. M. & Co.	Oct. 8
Teau	Manila	B. & S.	Oct. 9
Yorofu Maru	Manila	N. Y. K.	Oct. 9
Eastern	Kobe	G. L. & Co.	Oct. 10
Glennah	Singapore	M. M. & G.	Oct. 10
Chinhu	Shanghai	B. & S.	Oct. 10
Catbay	Shanghai	M. & Co.	Oct. 10
Coblenz	Sydney	M. & Co.	Oct. 15
Chiyo Maru	Japan	T. K. K.	Oct. 15
Leisang	Calcutta	J. M. & Co.	Oct. 16
Changsha	Sydney	B. & S.	Oct. 18
Heliopolis	Durban	B. & S.	Oct. 21
Minneapolis	Japan	P. M. Co.	Oct. 23

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.	
On Lee	at Kowloon Dock.
Tsingtau	"
Daigi Maru	"

TAIKOO DOCKS.

St. Enogh	at Quarry Bay Docks.
Shensi	"

Ships Passed The Canal.

3rd September—Sydney, <i>Prins Ludwig</i> , <i>Wakusa Maru</i> , 7th September— <i>Seyouin</i> , <i>Slam</i> , <i>Sauki Maru</i> , 10th September— <i>Antenor</i> , <i>Blomfontein</i> , <i>Ernest Simons</i> , <i>Glennah</i> , <i>Glanah</i> , <i>Opah</i> , <i>Palermo</i> , <i>Sardinia</i> , <i>Takam</i> , 14th September— <i>Benavon</i> , <i>Bonville</i> , <i>Hi</i> , <i>Bruno</i> , <i>Alva</i> , 17th September— <i>Alva</i> , <i>Soda</i> , <i>Agnes</i> , <i>Gosh</i> , <i>Towara</i> , <i>Peking</i> , 21st September— <i>Fukia</i> , <i>Indra</i> , <i>Alva</i> , <i>Maru</i> , <i>Samba</i> , <i>Glanah</i> , 24th September— <i>Mishima Maru</i> , <i>Namur</i> , <i>Savanna</i> , <i>Tanaka</i> , <i>Syria</i> , <i>Ilirano Maru</i> , <i>Moynas</i> , 28th September— <i>Banary</i> , <i>Sarpedon</i> , <i>Laertes</i> , 1st October— <i>Armand</i> , <i>Belle</i> , <i>Celcius</i> , <i>Indrawadi</i> , <i>Bingo Maru</i> , <i>Carnarvonshire</i> , <i>Poonam</i> , <i>Tamba Maru</i> , 5th October— <i>Indian</i> , <i>Andalucia</i> , <i>Bulu</i> , <i>Dendighiti</i> , <i>Brakharog</i> , <i>Prans</i> , <i>Ferdinand</i> , <i>Car-marhankiro</i> , <i>Glenah</i> , <i>Konding</i> , <i>Shimosa</i> , 11th October— <i>Kelut</i> , <i>Caladonia</i> , <i>Kenneth</i> , <i>Ishtar</i> , 7th September— <i>Kama Maru</i> , <i>Kawachi Maru</i> , 10th September— <i>Cardigan</i> , <i>Patricio</i> , <i>Palau</i> , 11th September— <i>Manchuria</i> , <i>Alta</i> , 14th September— <i>Oreus</i> , <i>St. Patrick</i> , <i>Verdun</i> , <i>Wong</i> , <i>Carle</i> , <i>Sauki Maru</i> , 17th September— <i>Seyouin</i> , <i>Prins Ludwig</i> , <i>Ernest Simons</i> , 11st September— <i>Savanna</i> , <i>Glanah</i> , <i>Palau</i> , 24th September— <i>Savanna</i> , <i>Glanah</i> , <i>Palau</i> , 27th September— <i>Savanna</i> , <i>Glanah</i> , <i>Palau</i> , 28th September— <i>Gosh</i> , <i>Alva Maru</i> , 1st October— <i>Mishima Maru</i> , <i>Tanaka</i> , 5th October— <i>Samba</i> .

HONGKONG TIDE TABLE.

From October 7th to 13th 1909.

HIGH WATER.	
Hour	Height
Thurs 7	10.10
Fri 8	10.10
Sat 9	10.10
Sun 10	10.10
Mon 11	10.10
Tues 12	10.10
Wed 13	10.10

CHINA COAST METEOROLOGICAL REGISTER.

October 6th, 1909, a.m.

Vladivostok	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 a.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.
Barometer	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Thermometer	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
Humidity	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85
Wind	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE
Force	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Direction	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE
Clouds	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Visibility	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
State of sky	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Direction of surface wind	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE
Force of surface wind	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Direction of surface current	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE
Force of surface current	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Direction of bottom current	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE
Force of bottom current	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

October 7th, 1909, a.m.

Vladivostok	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 a.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.
Barometer	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Thermometer	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63
Humidity	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85
Wind	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE
Force	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Direction	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE
Clouds	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Visibility	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
State of sky	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Direction of surface wind	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE
Force of surface wind	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Direction of surface current	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE
Force of surface current	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Direction of bottom current	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE
Force of bottom current	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

October 8th, 1909, a.m.

Barometer	30.0
Thermometer	63
Humidity	85

THE APPROPRIATION BILL.

HONGKONG'S EXPENDITURE IN 1910.

The text of the Appropriation Bill, which was read a first time at the meeting of the Legislative Council this afternoon, is as follows:—Whereas the expenditure required for the service of this Colony for the year 1910 has, apart from the contribution to the Imperial Government in aid of military expenditure, been estimated at the sum of five million six hundred and twenty-five thousand six hundred and eighty-three dollars:

Be it enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, as follows:—

1. This Ordinance may be cited as the "Appropriation Ordinance for 1910".

2. A sum not exceeding five million six hundred and twenty-five thousand six hundred and eighty-three dollars shall be and the same is hereby charged upon the revenue and other funds of the Colony for the service of the year 1910 and the said sum so charged may be expended as hereinafter specified, that is to say:—

	EXPENDITURE.
Governor	84,878
Colonial Secretary's Department and Legislature	68,542
Registrar General's Department	45,985
Audit Department	28,395
Treasury	59,597
Harbour Master's Department	299,531
Observatory	22,029
Miscellaneous Services	144,307
Judicial and Legal Departments	233,577
Police and Prison Departments	739,157
Medical Departments	236,546
Sanitary Departments	358,018
Botanical and Forestry Department	59,495
Education	237,459
Military Expenditure—Volunteers	42,135
Public Works—Public Works De- partment	334,582
Public Works, Recurrent	427,530
Public Works, Extraordinary	940,820
Special Land Resumption	374,805
Post Office	444,313
Kowloon-Canton Railway	100,000
Charge on account of Public Debt	176,706
Pensions	227,940
Charitable Services	19,456
Total	\$5,625,683

AN OPIUM TRANSACTION.

ALLEGED BREACH OF CONTRACT.

Before Mr. Justice Gompertz (Puisne Judge) in the Summary Court this morning the case was resumed in which the Po Shun Lung firm, of 109, Wellington Street, are bringing an action against Fu Chiu Kai, trading under the firm name of Tsun Shing, to recover the sum of \$300 for breach of a contract dated the 18th May, 1909, whereby the defendant undertook to accept and pay for five cases of opium.

From the statement of claim, it appears that the plaintiffs suffered damage by the breach of a contract dated 18th May, 1909, and made between the plaintiffs and the defendant, bearing the chop of Tsun Shing firm, whereby the defendant undertook to accept and pay for five cases of New Palma, containing forty balls in each case at a price of \$25.30 per ball, delivery to be taken in full within two months from the date of the contract. The defendant did not take delivery of or pay for any of the cases either before or after the period of two months.

It was contended on behalf of the defendant that he admitted having entered into a contract with the plaintiffs, but on the 4th June, 1909, an agreement was entered into between the plaintiffs and the defendant to the effect that all outstanding accounts and claims between them should be settled by the payment to the defendant by the plaintiffs of a sum of \$55.67, which was duly paid and accepted in discharge of the alleged cause of action.

The case was adjourned.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory at 12 (noon) to-day.

October 7th, at 11 a.m. Cyclone or typhoon over N. China Sea moving S.W.

TAOTAI Tong Kai-son, who arrived at Shanghai on Saturday morning on board the s.s. *Hsinming* from the north, is in charge of a batch of 51 students who are proceeding to America on the s.s. *China* to be educated at American colleges. No better guardian for these young men could have been chosen than Taotai Tong, who, having had the advantage of an American education himself, is an accomplished scholar and scientist, and cannot fail to direct the footsteps of his charges wisely, sympathetically and auspiciously, along those paths which he himself has trodden with so much distinction.

Very great regret will be felt by many friends at the sad news of the death of Captain A. E. Flagg of the U.S. *Kut-wo*. Captain Flagg was seized with cholera at Anking, and at 10.0 p.m. on Saturday, 2nd inst., when the *Kut-wo* had reached Wuhu he passed away. The remains were buried at Wuhu on the following morning. Captain Flagg, who was an American citizen, was one of the best known and, it may well be said, one of the most popular of the captains on the Yangtze. He first entered the Indo-China service in 1887 as master of the *Kung-wo*, and at a later period commanded the *Yuen-wo*, in the days before the *Kut-wo* was launched. The deepest sympathy will be felt for Mrs. Flagg, who is, but recently returned from a summer holiday at Chfoo, and for her two daughters, Mrs. Thomas and Mrs. S. H. McKee.

SUNDAY WORK AT SEA.

SHIPOWNERS OBJECT TO EXTRA PAY.

UNDESIRABLE INTERFERENCE.

A White Paper has been issued containing correspondence which has passed between the Board of Trade and representative shipowners' associations on the subject of Sunday labour on British merchant ships.

In January last the Board of Trade sent out a letter addressed severally to the Chamber of Shipping of the United Kingdom, the Shipping Federation, and the Liverpool Steamship Owners' Association setting forth that the Board had had under consideration a debate which took place in the House of Lords with regard to the desirability of restricting, as far as possible, Sunday labour on board British ships when lying in port, whether at home or abroad. The Board stated that they were aware that the varying conditions under which British merchant ships carried on their business in different parts of the world made it difficult, if not impracticable, to lay down hard and fast rules as to what work the crew might properly be required to perform on a Sunday, but they felt sure that they might rely on the co-operation of shipowners in restricting such work within the narrowest possible limits. They were of opinion that any reasonable ground for dissatisfaction might to a considerable extent be removed if the officers and crew of a vessel received extra remuneration in cases where work on Sunday in port was found to be essential. The payment of extra remuneration in the circumstances named was to a large extent the practice at the present time. The inquiry was made whether the Chamber of Shipping of the United Kingdom, the Shipping Federation, and the Liverpool Steamship Owners' Association saw any objection to the insertion of a stipulation in the printed form of agreement providing that the officers and crew should receive extra pay at a stated rate per hour when called upon to perform work in port on Sunday.

CHAMBER OF SHIPPING'S REPLY.

In the reply received from the Chamber of Shipping, the secretary, Mr. W. H. Cooke, stated that the Executive Council saw great objection to the proposal that the officers and crew should receive pay at a stated rate per hour, whenever they were called upon to perform work in port on Sundays. The practical experience of the Council led them to believe that officers and crew were, as a rule, so desirous of receiving extra pay, that if such a hard-and-fast clause as that suggested were to be put into ships' articles, the work of the ship would be planned by the officers so as to render it necessary that work should be performed on board ships in port on Sunday. If this should prove in practice to be the case the effect would, of course, be exactly the reverse of that which the Board of Trade, the Sabbatarians, and the Weekly Rest-day advocates desired to secure. It was at present optional for the master of a vessel to decide whether Sunday work in port on board his ship was, under the special circumstances of the particular case, absolutely necessary, and if so then to arrange by special agreement with his men the rate of remuneration which they should receive for the necessary overtime work on any particular Sunday, and the Council did not think that the existing arrangements on this matter should be interfered with in the way suggested by the Board of Trade.

MOST UNDESIRABLE.

The Shipping Federation stated that they had made exhaustive inquiry in every shipping district of the United Kingdom, both with regard to the employment of officers and crew on Sunday and the views of shipowners upon the proposal. The results of the inquiry showed that work on board ship while in port on Sunday was not only not encouraged by shipowners, but was habitually restricted as far as possible. The exigencies of the shipping business were such as to require the crew to be constantly at the disposal of the master, though not necessarily at work, and any differentiation in the days of duty applicable to seamen would lead to considerable friction and disorganization of work on board ship, and so gravely interfere with the efficient dealing with the property at stake. The business of the British shipowner was carried on in active competition with foreign flags, under which wages, food, and other working expenses were substantially less costly than in British vessels. The shipping trade of the country was consequently not in a condition to support any additional burdens which would have the effect of increasing the severity of this competition. The Executive were of opinion that it was most undesirable that there should be any interference with the freedom of contract between shipowners and their employees on the subject of the rate of wages to be paid, and they would not in these circumstances advise shipowners to assent to the insertion by the Board of Trade in articles of agreement of any stipulation providing for extra payment for Sunday labour.

The Liverpool Steamship Owners' Association stated that they were in full sympathy with the views expressed by the Board. It was at the present time the practice of the members of that Association to allow extra remuneration in all cases in which cargo had to be worked on Sunday in port, but the Association ventured to think that the insertion in the articles of clauses providing for such extra pay would lead directly to an increase in the amount of Sunday work performed.

To-day's Advertisement.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through Rates to PERSIAN, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"
Captain Belsito, will be despatched as above on TUESDAY, the 12th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 7th October, 1909. [16]

Intimations.

REGRET

You will NEVER if you
VISIT

MOHIDEEN &
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D'AGUILAR STREET,
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NEW JEWELLERS
AND DEALERS
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CEYLON PRECIOUS
STONES

of every description, and
other GEMS.

Hongkong, 1st August, 1909. [19]

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By Order,

THE MANAGER,
Hongkong Telegraph Co. Ltd.

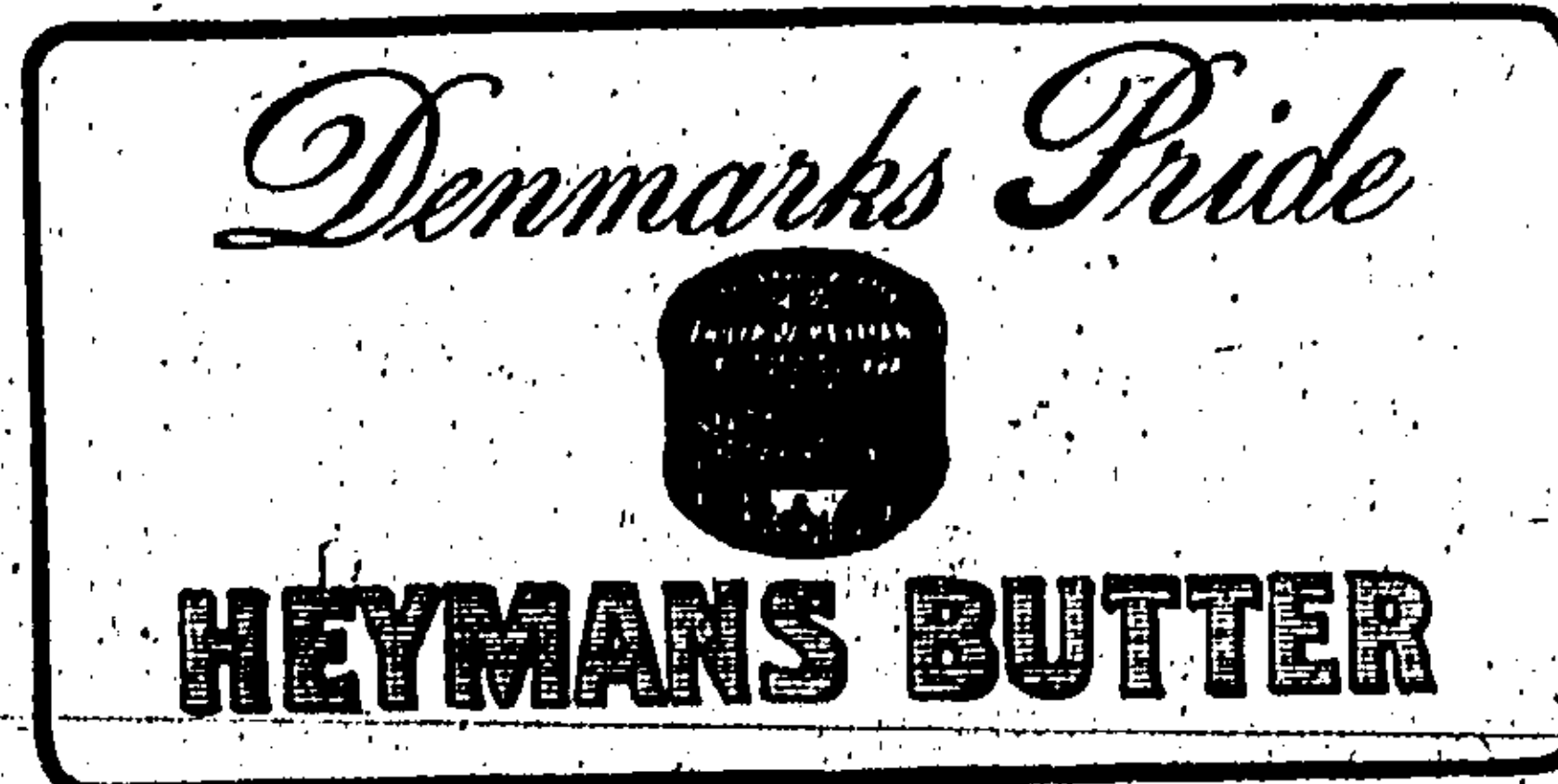
Hongkong, 1st August, 1909. [16]

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Hongkong, 1st August, 1909: [166]



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Hongkong, 6th September, 1909. [638]

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